

The Western Development Museum



THE WESTERN DEVELOPMENT MUSEUM STORY

The Western Development Museum is dedicated to the memory of the men and women who pioneered the Great Plains of Western Canada. Its collection of machines, implements, tools, household furnishings and utensils is designed to keep ever fresh the Saskatchewan culture of the homestead days. The Museum is a living tribute to the courage, persistence and achievements of the pioneers.

This museum has a strongly agricultural flavor as is only right and proper. It was the wealth of the Prairie wheatlands which stimulated the growth of Saskatchewan and Western Canada. It was the promise of free land which brought thousands of landless people from Europe to create homes of their own on our vast Prairies. But other aspects of western life have not been neglected. Those who

offered religious, educational and commercial services to the grain producer shared the hazards and hardships of farm people. These too have not been forgotten.

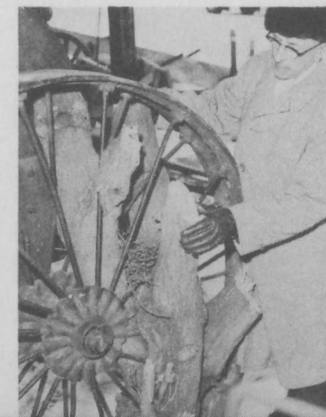
The Western Development Museum had its beginnings shortly after the end of the Second World War. A few discerning persons in the North Battleford and Saskatoon areas saw the rapid changes which were taking place on the farms of Saskatchewan. They recognized that, unless something was done quickly, the machines and implements of the pioneering age would soon be irretrievably lost. They began to collect and restore representative items as living monuments to the pioneers.

The Legislature of Saskatchewan in 1949 established the Western Development Museum by a special act. It set up a board of directors appointed by the Lieutenant Governor in Council and provided for an annual grant from the provincial treasury.

The museum established itself in airplane hangars left vacant at the war's end by the Commonwealth Air Training Plan at locations in or near North Battleford, Yorkton and at Saskatoon where the administrative and restorative work on the machines is done. The Museum Board continued to assemble and restore a wide range of items from the past until it now has more than 10,000 items in its catalog, many of which have been restored to operating condition. Indeed, from time to time, these old machines are put to work once more to bring dramatically to life the days when the West was new.



Cover girl is Dawn Rutherford, granddaughter of Museum Curator, George Shepherd, pointing out an unusual 80 year old Steam Engine wheel.

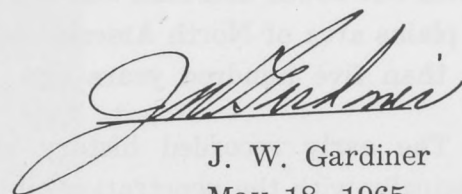


INTRODUCTION

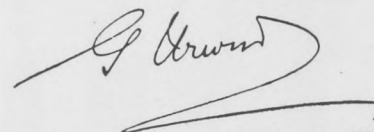
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The Western Development Museum, over the years, as it has developed, has played a great part in preserving the history of our province, and will continue to carry out this very important job. The Government of Saskatchewan recognizes the importance of cultural developments involving museum activities, and particularly those activities that relate to the pioneer life in our own province. We therefore heartily endorse this booklet which will retain for those who visit the Museum during 1965 through to our Centennial Year 1967 a reminder of a visit with history in our province.

I would like to take this opportunity to extend my appreciation to all those involved in producing this very valuable booklet, and to all those involved in the continuing operation of the Western Development Museum from the Board of Directors to the Staff and to the public.



J. W. Gardiner
May 18, 1965.



George Urwin, Chairman
Board of Directors
WESTERN DEVELOPMENT MUSEUM.



Saskatchewan AT THE SIXTY MILE POST

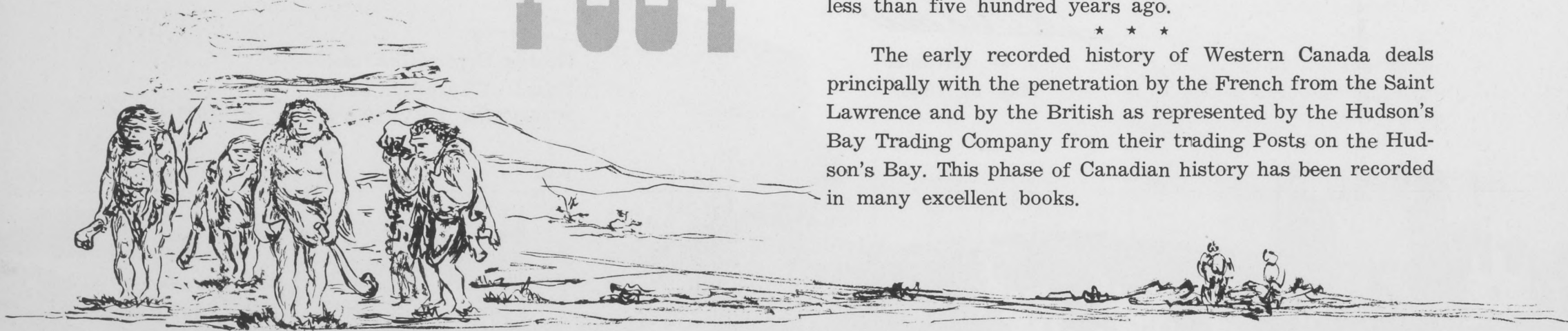
Ten thousand years ago—give or take a thousand years either way, and these dates are as recent as the day before yesterday to geologists, Saskatchewan was still covered with the last of its several glacial ice ages. This Arctic ice cap, a half mile in thickness, extended down into Minnesota and Wisconsin.

As the climate warmed up, huge torrents of water poured from the face of the glacier cutting the channel of the South Saskatchewan River down through the Qu'Appelle Valley, thence down the Assiniboine to Lake Winnipeg. As the glaciers gradually retreated northward the Qu'Appelle watershed was abandoned with the glacial flood waters carving the North and South Saskatchewan River Valleys, north and eastward into the Hudson's Bay.

Long before this was happening, possibly twenty-five thousand years ago, the mild waters of the Pacific Ocean were warming up the coast of Alaska and the first primitive people from Asia made their way to America across a huge land bridge that then existed over the Bering Strait. These people had developed to the New Stone Age culture. They fanned out south and east and were well established all over the plains area of North America when the white men arrived less than five hundred years ago.

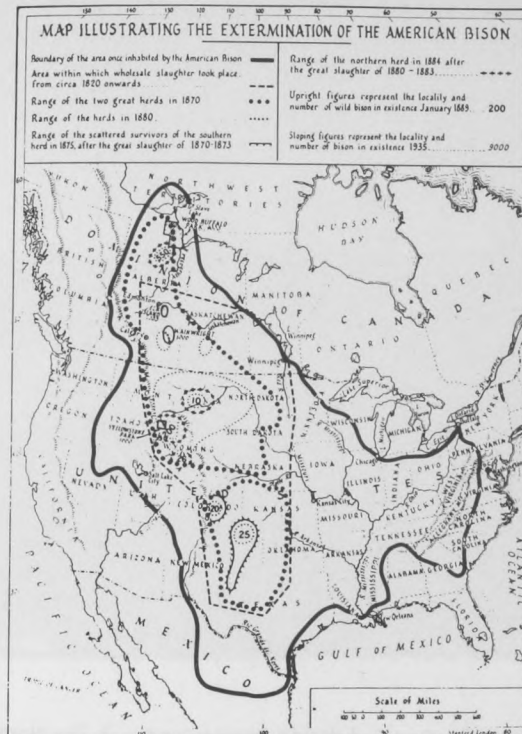
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The early recorded history of Western Canada deals principally with the penetration by the French from the Saint Lawrence and by the British as represented by the Hudson's Bay Trading Company from their trading Posts on the Hudson's Bay. This phase of Canadian history has been recorded in many excellent books.





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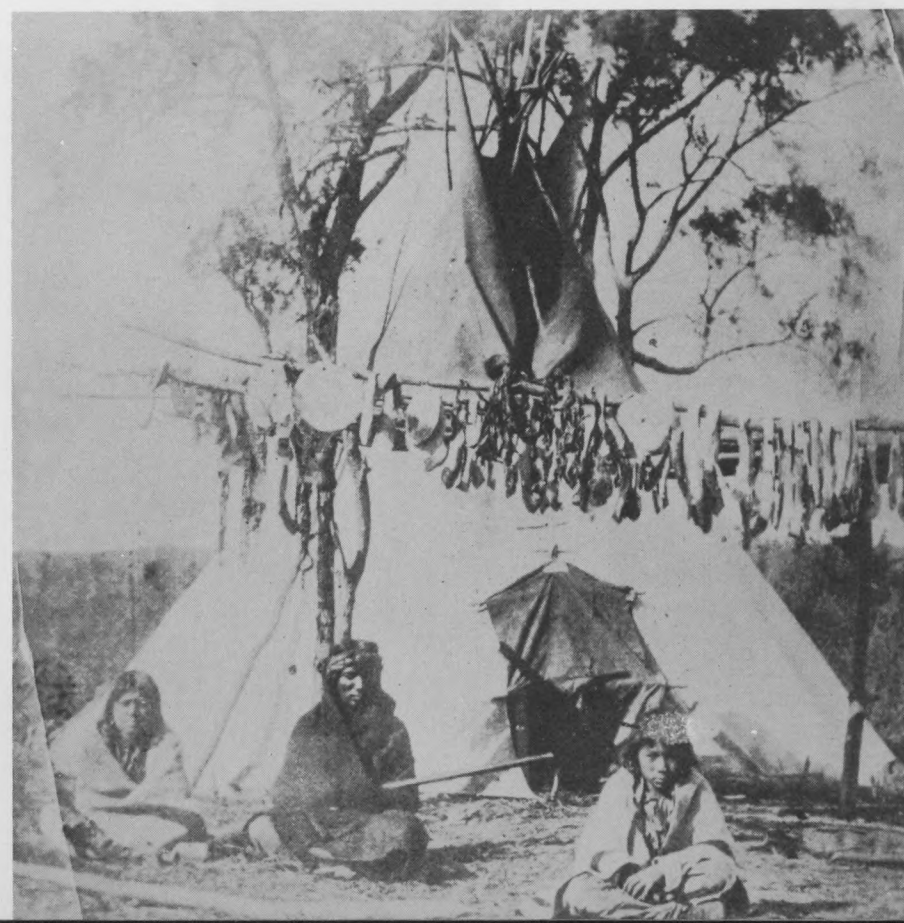
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1. Indian buffalo hunt. 2. Disappearance of buffalo herds. 3. Buffalo bones on the plains. 4. Drying buffalo meat.

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1. Indian teepee camp. 2. The North American Indian never invented the wheel. Mother takes her papoose out for shopping in an Indian Travois. 3. Mother love is mother love the world over. 4. Indian scaffold burial.



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WESTERN CANADA ARRIVES

The first agricultural settlers to come to Western Canada were the Lord Selkirk Colonists who were brought to the Red River Settlement at Fort Garry, now known as Winnipeg, in 1812. These Scottish crofters soon found themselves caught mid-way between the violent battle for furs being waged by the Nor'Westers from Montreal and the Hudson's Bay Company which continued to operate under the Royal Charter granted them by King Charles the Second on May 2nd, 1670. As seems almost inevitable with pioneers, the first Selkirk Settlers suffered extreme hardships. The journey from the Hudson's Bay over rivers and lakes to Fort Garry was enough to daunt the boldest.

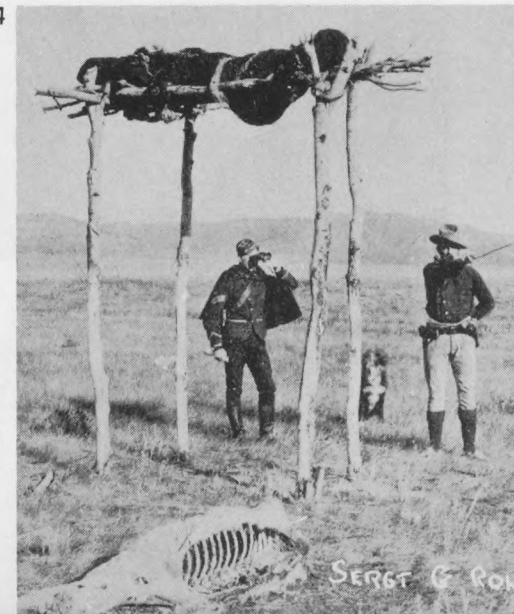
Their garden size crops were ravaged by grasshoppers and they were in constant fear of the roving bands of Indians. With Scottish tenacity they held on.

A giant step in the history of Western Canada was taken when the Hudson's Bay Company surrendered its 200 year old charter to the newly formed Dominion of Canada in 1870. The Homestead Act was passed and the sleeping giant that was Western Canada awoke to full life.

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THE COMING OF THE SETTLERS

Manitoba was the first to receive the influx of settlers. They grew a high grade of flinty spring wheat soon to become famous as Manitoba Hard. By the 1900's Saskatchewan was to become part of the last great land rush on the North American Continent. Settlers from the older European lands poured into the West in great migrations by the shipload and trainload. They came in thousands from the eastern provinces of Canada and in smaller groups from every State in the Union. They brought with them trainloads of "settlers effects" including household utensils, agricultural implements and livestock.

1. The Eastend Mounted Police Post in Chimney Coulee—1879. 2. A buffalo hide teepee at C.P.R. surveyors camp—1872. 3. At the halfway mark. The Indian adopts the white man's clothing in the transition period. 4. A first settler. The Hembrow Smith homestead 8 miles south of Saskatoon in 1903. 5. Fort Walsh with log stockade—1875.



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It was an orderly peaceful invasion marked by a complete absence of gunfighters and neck-tie parties. Due credit for this should be given to the North West Mounted Police. Their small detachments, often manned by one lone constable whose duties were many and varied, dotted the countryside.

The pioneer settlers suffered hardships that were cheerfully and courageously endured—urged on by that burning desire to secure title to those free homesteads, the word “free” seeming like a grim jest at times to the homestead folk. Any male of 18 years or older was entitled to enter for a homestead of 160 acres of land on payment of the entry fee of \$10.00. This was all the money that changed hands although simple residence and cultivation duties were required spread over a period of three years.

HARDSHIPS AND HAPPINESS

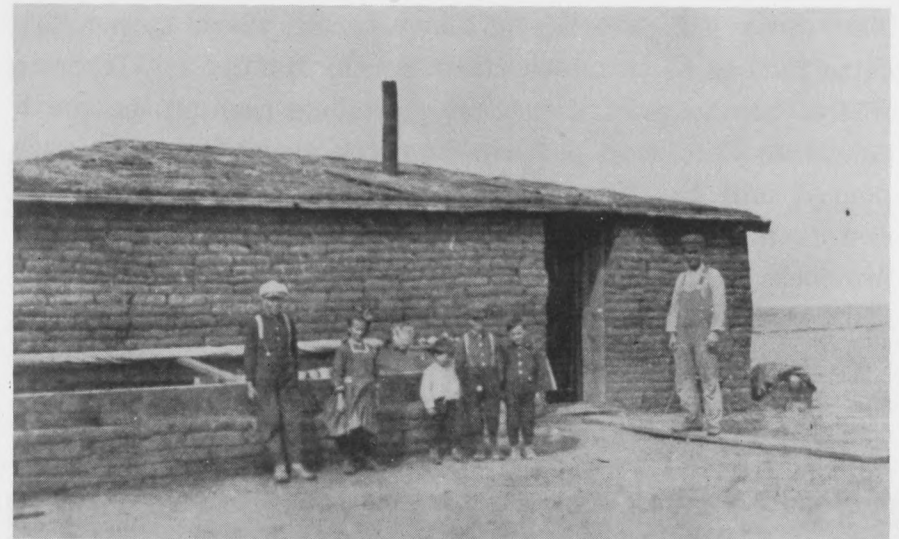
Many homesteaders filed on homesteads that were often forty or fifty miles from town, trusting to a railway survey that was to bring in the steel a few years later. Many early settlers lived in sod houses and it has been estimated that at the peak of the homestead era, more than a million of these “brownfronts” were in use on the plains area of North America.

There could be soul numbing loneliness for the homestead woman and for the brave little schoolma’ams, many of whom had come from cultured homes and a city environment. But it was by no means all grief and despair. There was a fervid optimism and a neighbourliness and friendliness of spirit out on the open plains that defies description.

When the big day finally arrived and a one room schoolhouse was opened up, it at once became an active community centre of the first magnitude. It welded a district together serving not only as a school but was used as a church and for social activities such as dances and the all important Christmas Tree concert. The schoolhouse was a rallying point for miles around.



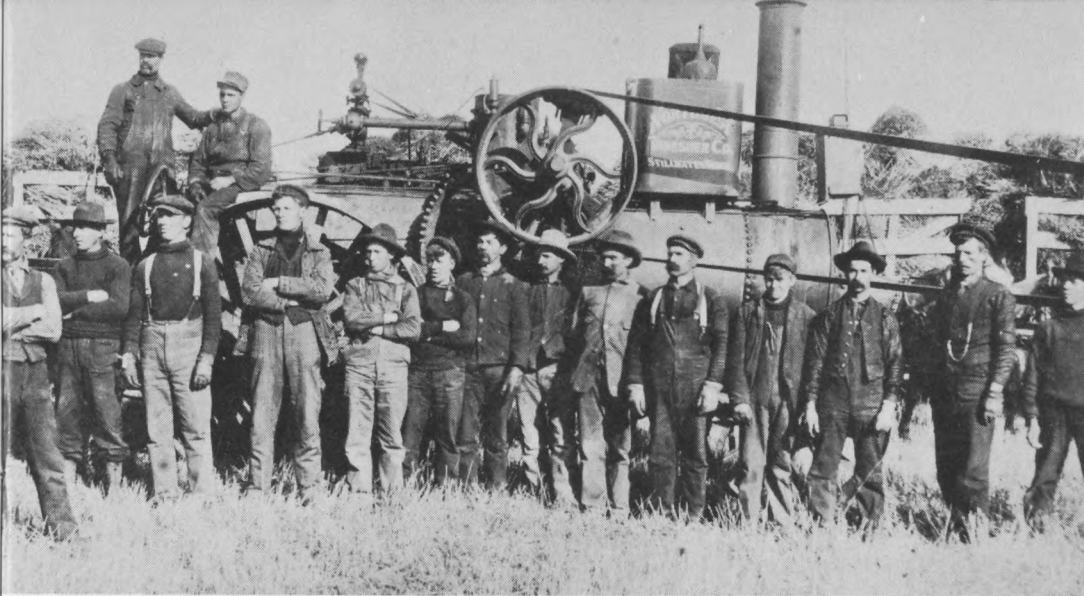
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Such pioneering enterprises were often carried on many miles from town and in spite of the fact that there were no roads, no autos, no telephones and no radios. Hospital facilities were often many miles and terrifying hours away.

If you want to know what raw courage was, this was it, as displayed by the men, women and children of the homestead days in Saskatchewan.

SASKATCHEWAN GROWS UP

In 1905, at the time of the incorporation of the province, a great deal of the farm work was performed by oxen. These were soon superseded by horses and these faithful old hay burners were all in all to the farm folk. Horses sowed the

crop, plowed the fields, pulled the binders at harvest time, drove the family to church and were in use all day and every day. By 1910 farm mechanization was on its way and the crude gas tractor began to edge out the steamer.

Meanwhile, a network of railways covered the province and the prairie skyline became dominated by the sentinels of the plains—the grain elevators. In 1911 the farmer-owned Saskatchewan Co-operative elevator system came into being, with the blessing of the provincial government, and 1923 saw the birth of the prairie Wheat Pools. An indication of the changing prairie economy came in 1960 when, for the first time, oil and gas wells outnumbered grain elevators. Now, a grid highway system of all weather roads serves rural areas, and electric power now services most country homes, a far cry from the coal oil lamps and rutted trails of the homestead days.

In its sixty years the province has seen tremendous changes. The province survived the great depression and drouth of the 1930's and has gone through two world wars in which her sons and daughters brought her fame and world wide acclaim.

The qualities that made the province great in the past still survive in her people today. From all these pioneer efforts a way of life has emerged which has character, confidence and the pride of outstanding achievement in social and political as well as in economic affairs.



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1. Three horses on a single furrow walking plow breaking scrub in the park belt. 2. The William Fifiel sodhouse at Cabri in 1910. A good builder laid his sods just as carefully as any bricklayer. 3. Aunt Maud and her tar paper shack at Abbey in 1914. 4. Crew of an old time threshing outfit. 5. A N.W.M.P. detachment at Shoal Lake, Man. 6. A school bus of the 1920's.

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Wheeled Vehicles

Today we take wheels for granted although a little consideration discloses the fact that the story of the wheel is the story of civilization itself. The discovery of the wheel was certainly a most significant step in man's progress upward.

Conestoga wagons and prairie schooners were standard equipment in the early settlement of the western United States. Without desiring, however, to discredit any frontier fables, it is a fact that such vehicles played a very small part in the early settlement of Western Canada. Most homesteaders thought they were well outfitted if they possessed a wagon and box with a tarpaulin thrown over it as a means of getting their goods and chattels out to the pioneer homestead.

In the cities, during the 1900's the horse was supreme. In summer the surries and buggies were the last word in comfort and in winter the sleigh and cutter with tinkling sleigh bells added delightful charm to the winter scene.

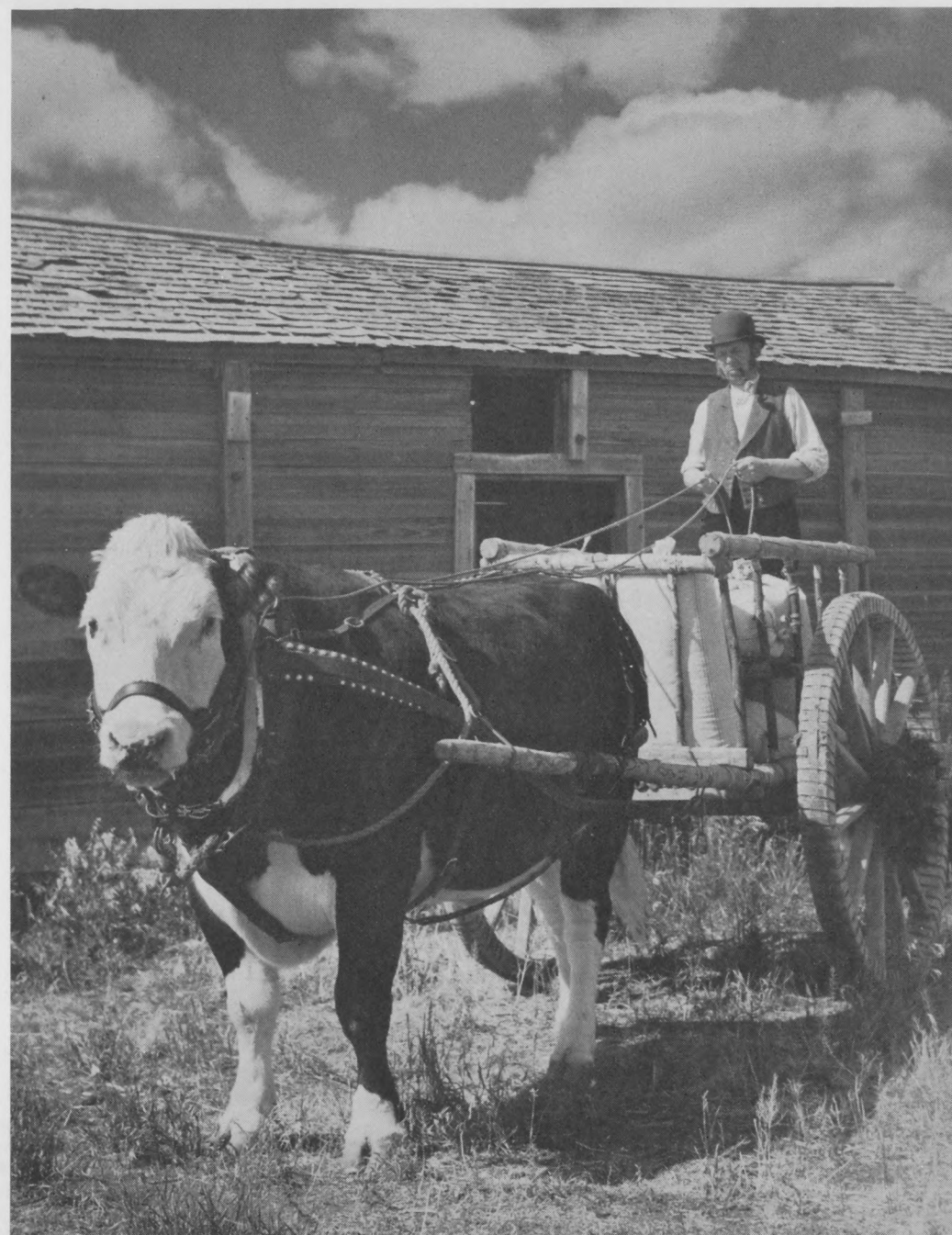
On the farms, the buggies, democrats and buckboards were used for lighter driving but many a homestead woman found a trip to town or to a neighbour's home, in a farm wagon, a pleasant change from the sameness of homestead life.

Social and indeed most activities were geared to the distance horses could travel in one day. The average team on a light rig could travel at six or seven miles an hour and a forty mile round trip was a good day's effort for both man and horse. Such a journey can now be made in comfort by automobile in less than an hour.

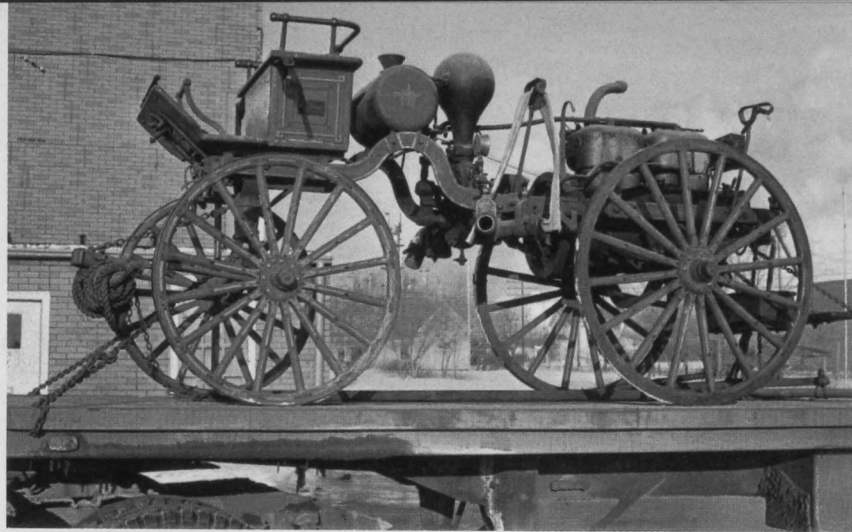
About the last stand of the horse in the city was the milk wagon but even that has gone from the scene. It was a nuisance in fast moving auto traffic and only the children lamented its departure from the city streets.

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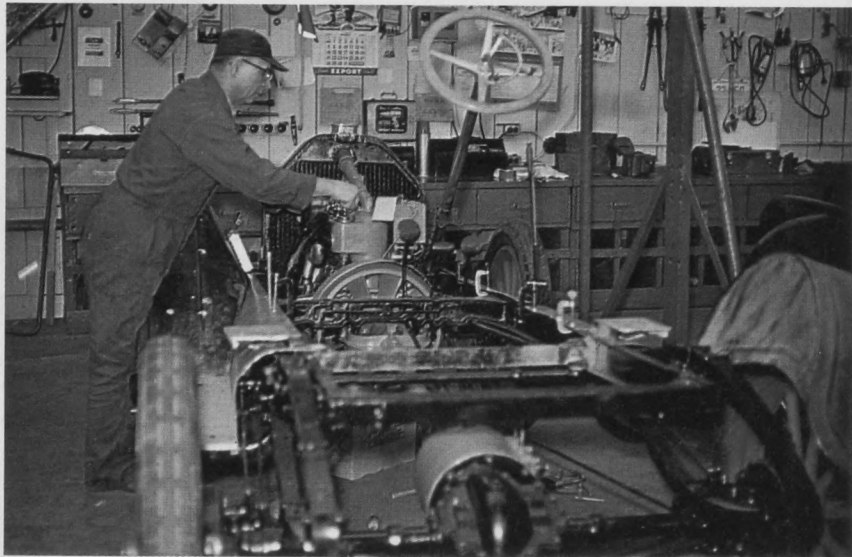
The museum has on display a complete line of horse drawn equipment. This comprises not only vehicles but also a full exhibit of binders, reapers, mowers, seeders and plows.



A re-creation of a Selkirk settler hauling his few bags of wheat to the mill for winter flour.



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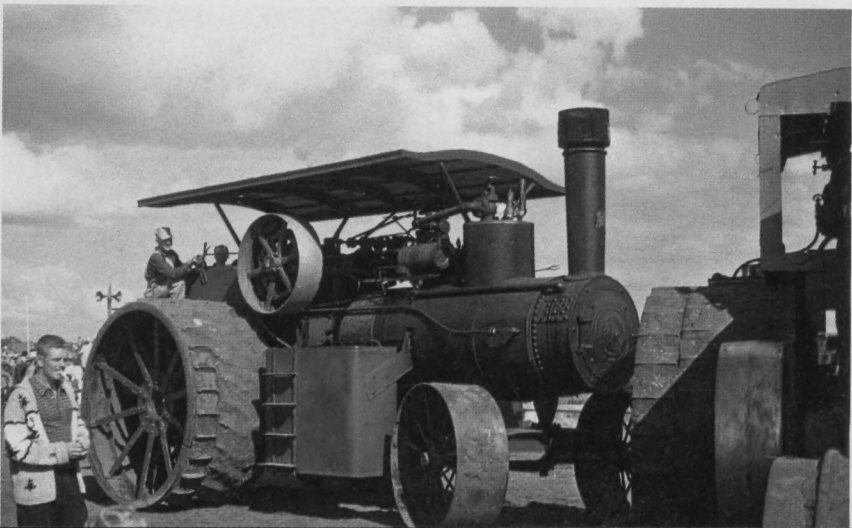
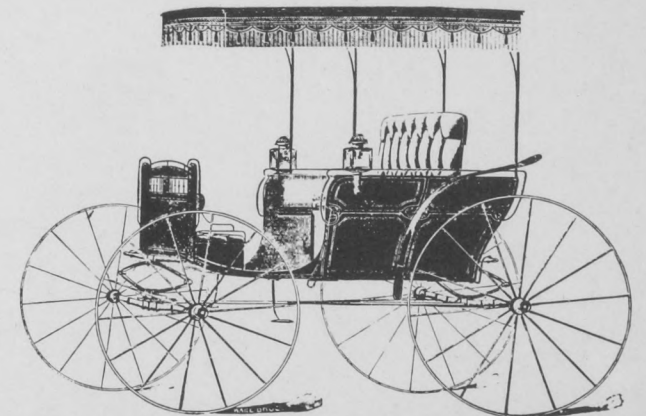


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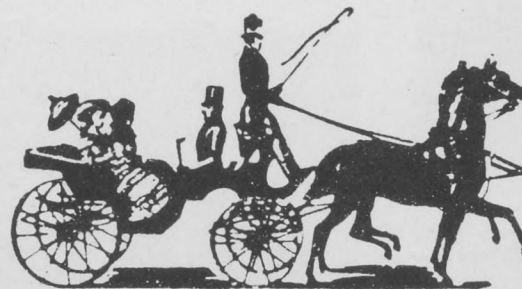


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1. An old timer arrives at the Museum. 2. The museum workshop. 3. Summer activity at the museum. 4. Red Pheasant Plane in action—North Battleford. 5. Many school groups visit the museum.



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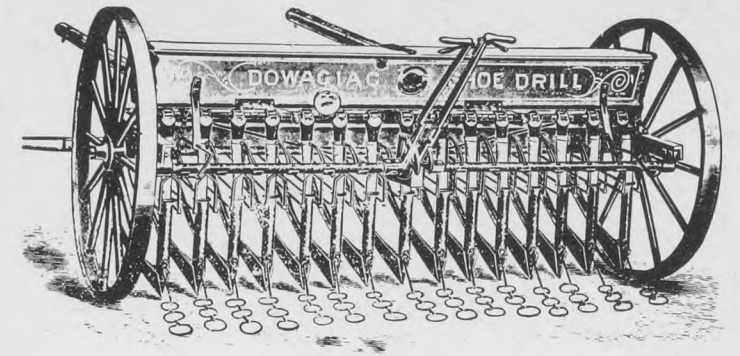


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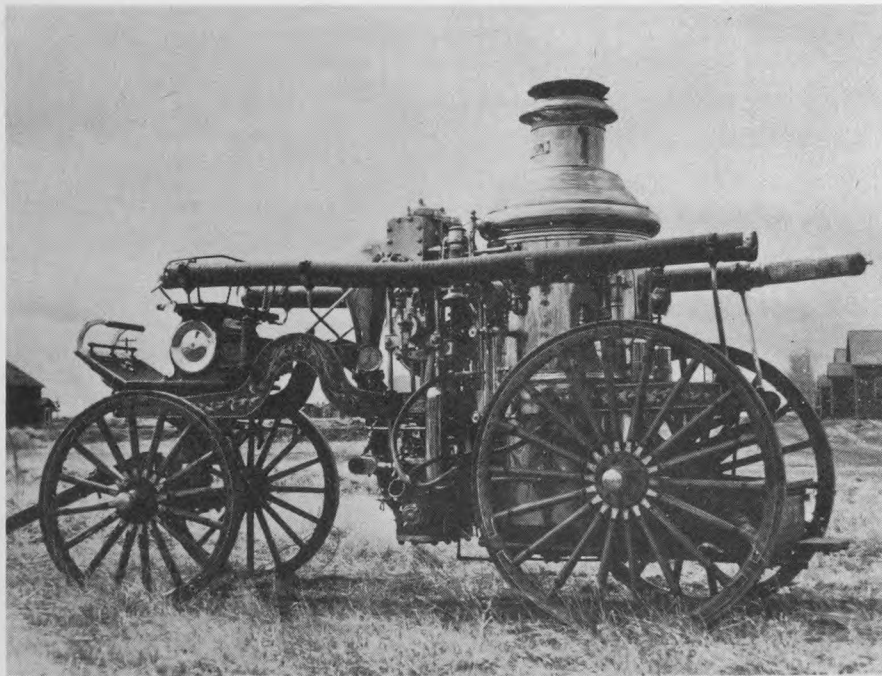




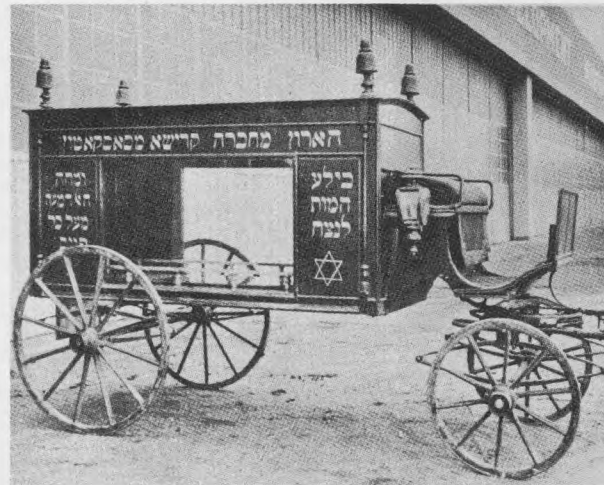
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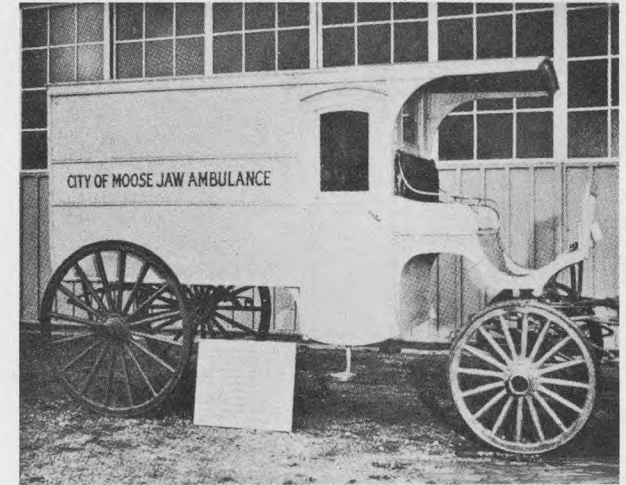
1. Camp on the prairies. Dinner of pemmican and bannock looked mighty good. 2. Horse drawn fire engine—City of Saskatoon—1907 to 1925. 3. Jewish hearse with its Hebrew inscriptions—1908. 4. Barry Hotel Bus. 5. City of Moose Jaw horse drawn ambulance—1907. 6. Timothy Eaton Buggy—founder of Eaton's of Canada.



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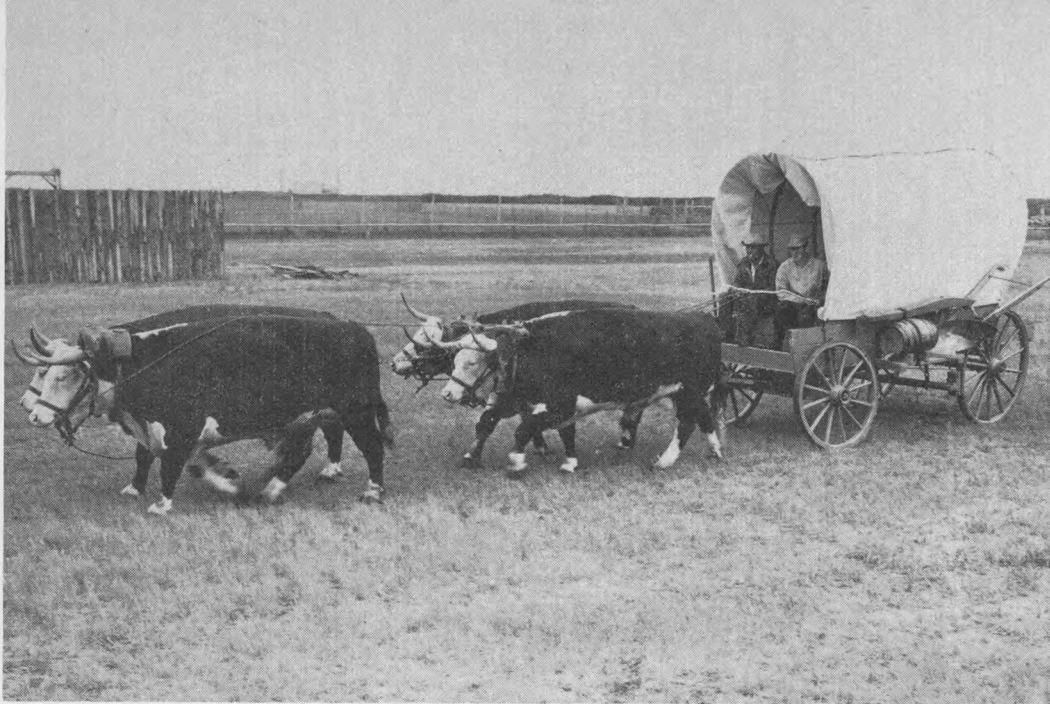
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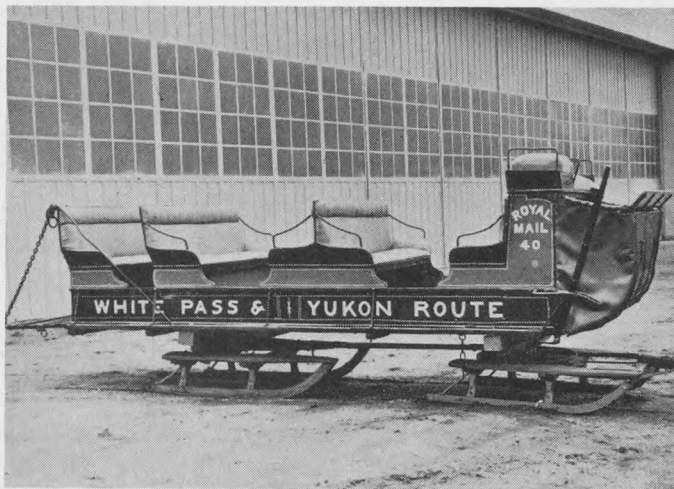
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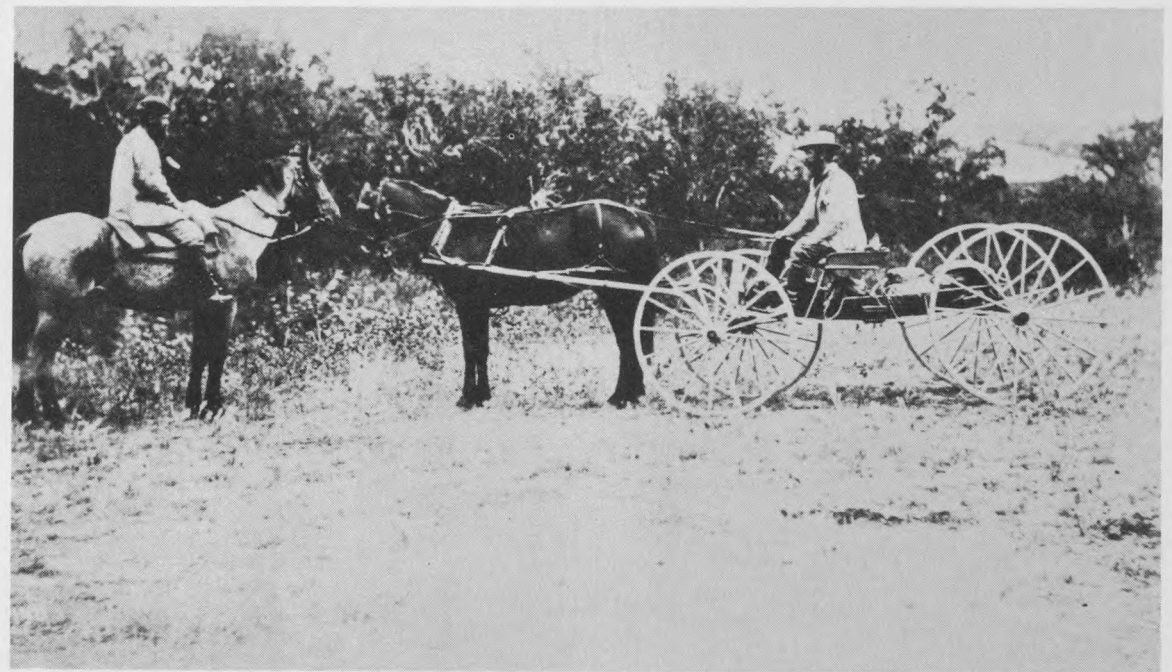


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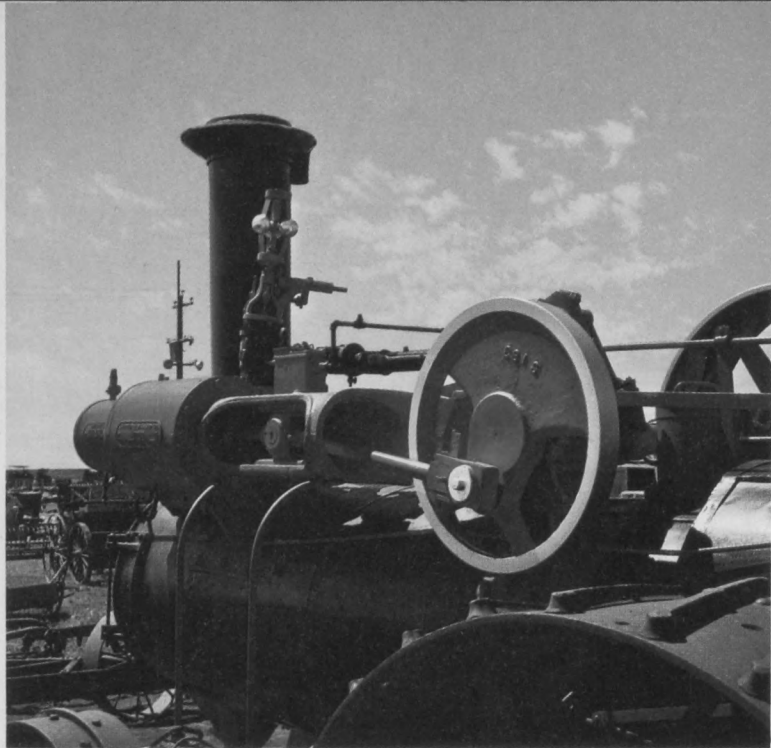
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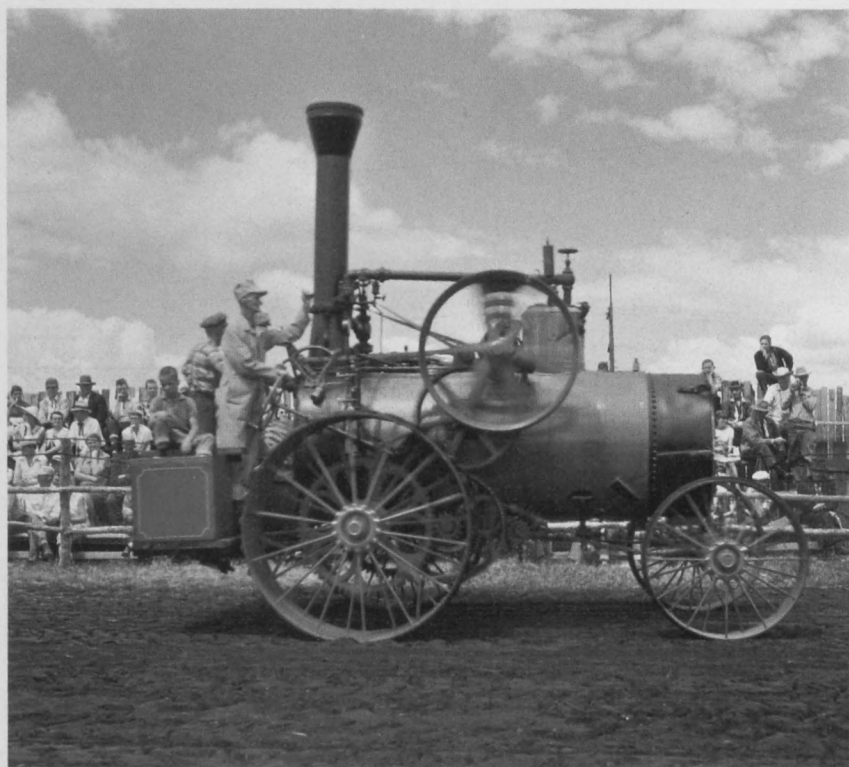
1. A typical ox team and covered wagon of the pioneer days. 2. Passengers on the Yukon stage made 85 miles a day with four changes of horses often in 40 below zero weather. 3. Famed in song and story the Surrey with the Fringe on Top was one of the classier equipages of the 1900's. 4. Early day travel, buckboard and horseback. 5. The Peter Verigen Rockaway Coach with plate glass windows and plush upholstery.



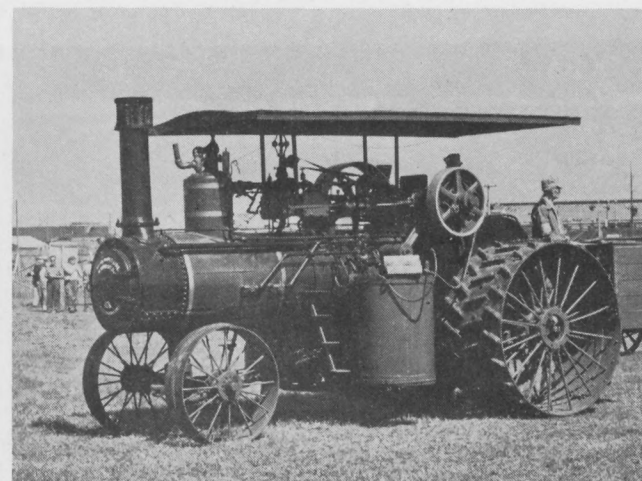
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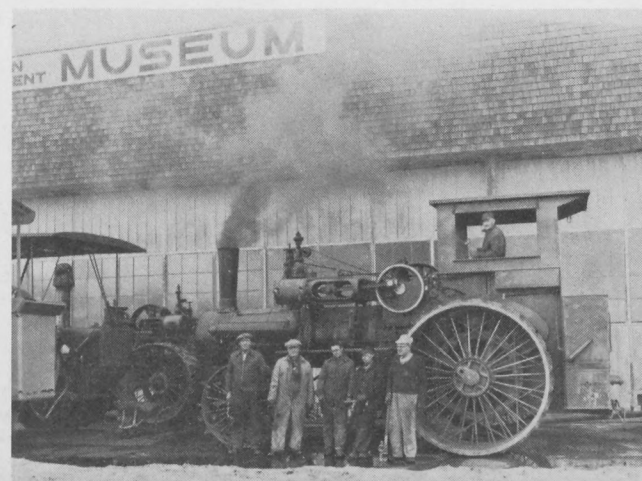


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1. Ready for the Parade. 2. An old timer on Parade. 3. The Western Development Museum Red Pheasant. 4. The Gaar Scot. 5. A 32-110 J. I. Case steamer with the Museum shop crew giving it a checking over.

The Gentle Giants of the Plains

About one hundred years ago, the steam engine began to replace horse power for threshing on farms. The first ones were primitive little machines and were pulled around from farm to farm by horses or oxen. About 1878 a train of gears was added for traction purposes but as steering wheels had not been invented a team of horses was still hooked on in front for steering. Steamers were finally fitted with steering wheels in 1884.

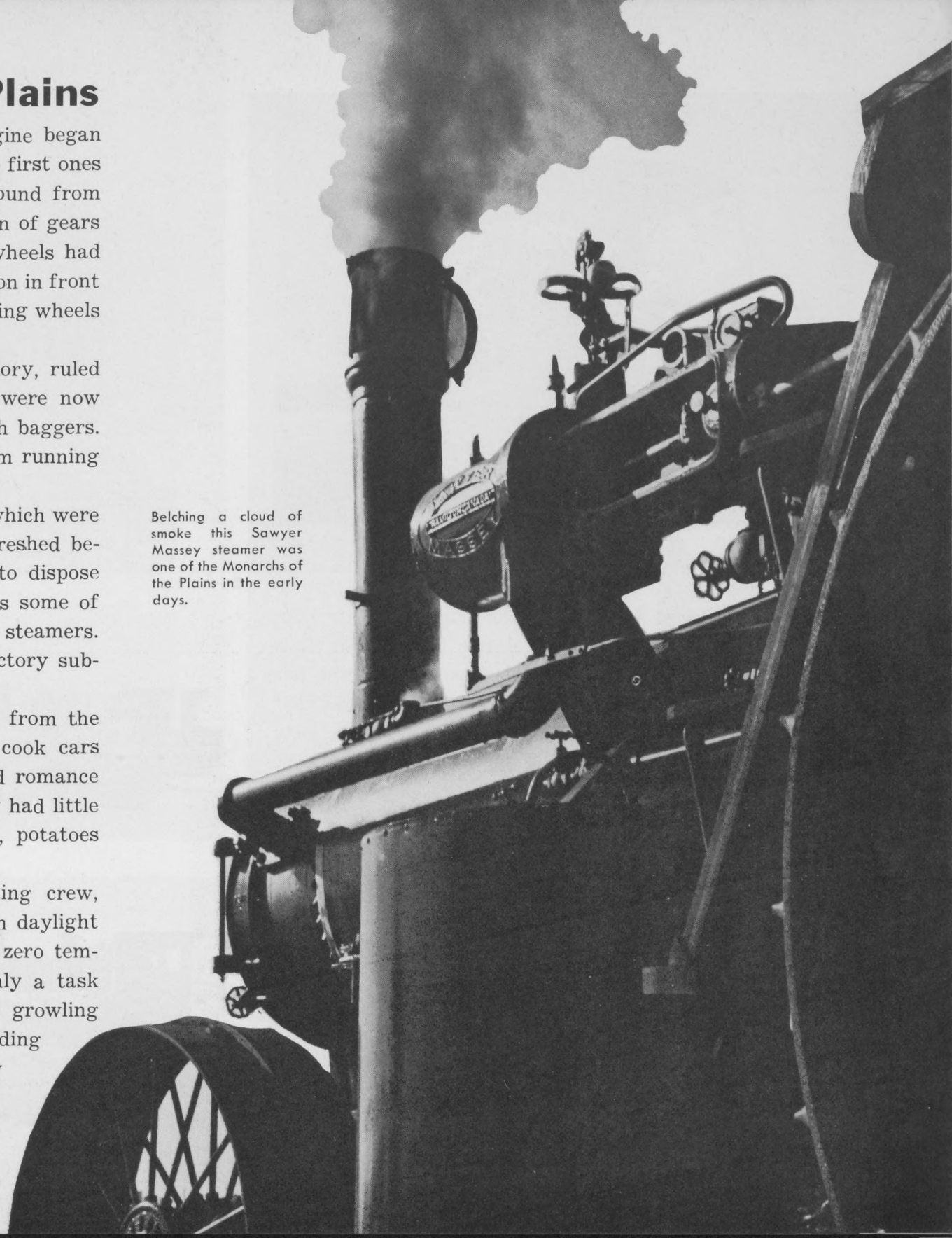
By the 1900's the steam tractor, in all its glory, ruled the threshing fields. The large grain separators were now equipped with self feeders, straw blowers and high baggers. They required a crew of up to 25 men to keep them running to capacity.

Such outfits piled up mountainous straw piles which were often burned to the ground the day they were threshed because it was the easiest and often the only way to dispose of them. With no tree growth on the bare prairies some of the threshed straw was used for fuel for firing the steamers. This proved to be a cheap and moderately satisfactory substitute for coal or wood.

In the pioneer days the farm wife, with help from the neighbours, fed the hungry threshing crew until cook cars were added to the outfits. The words glamour and romance are sometimes used to describe those days but they had little appeal to the housewife buried in pots and pans, potatoes and pies for eighteen hours a day.

Nor was there any glamour for the threshing crew, working under all kinds of weather conditions from daylight to dark, in the heat of September to the freezing zero temperatures of November. To the crew it was mainly a task of sweating it out and chewing dust around the growling separators in fair weather or foul. But it was rewarding work as the golden grain poured out in a steady stream to feed the hungry nations of the world.

Belching a cloud of smoke this Sawyer Massey steamer was one of the Monarchs of the Plains in the early days.



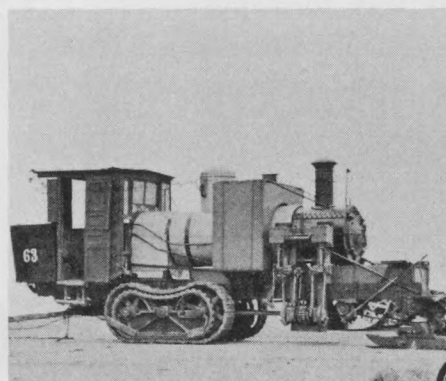


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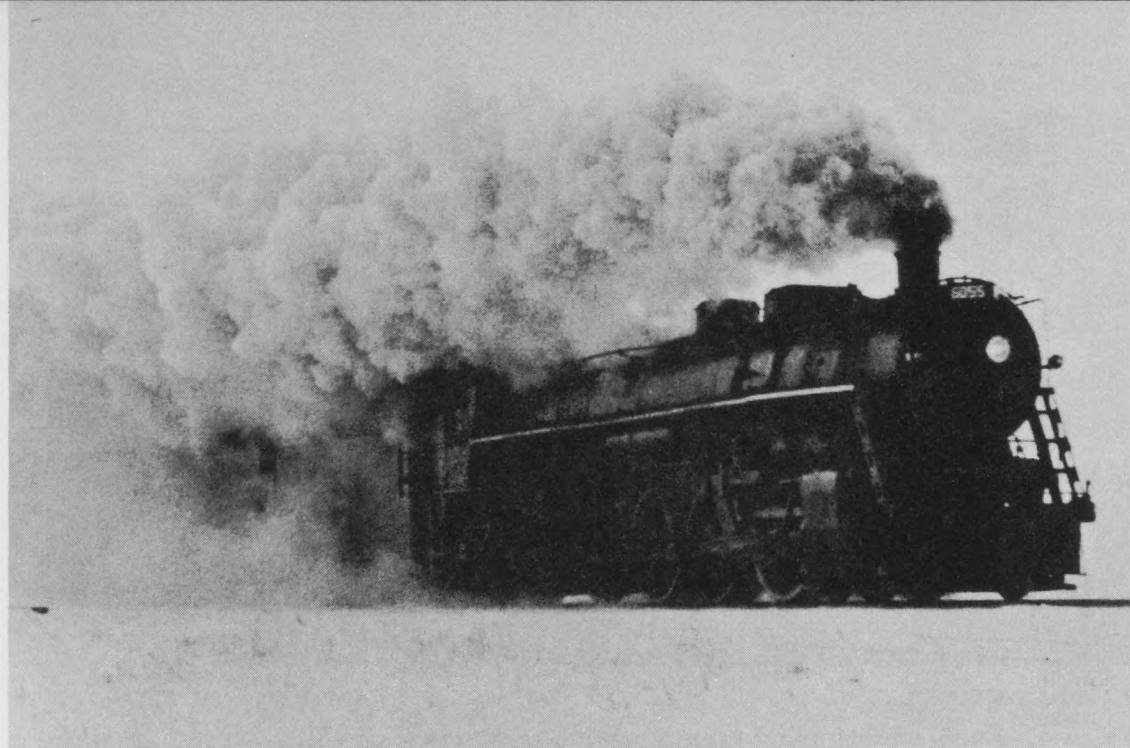
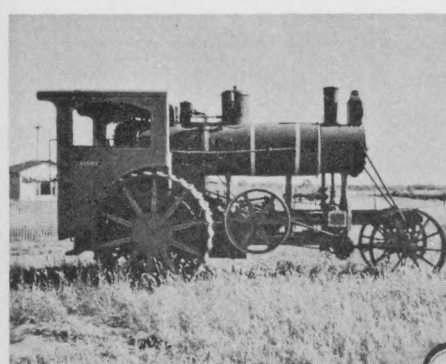
This vanished page of prairie history—the large threshing crews, the harvest excursions, the burning straw piles twinkling in the night, is now only a tale that is told. It is fortunate indeed that the Western Development Museum has so many of these prairie monsters safely preserved and that at special times they can be brought out to re-create the busy and bustling and (dare we use the word) glamorous days of the past.



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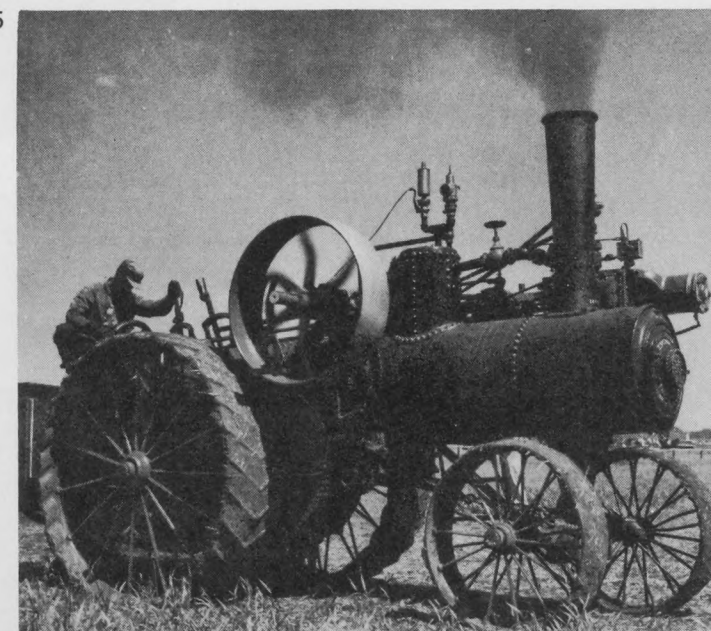
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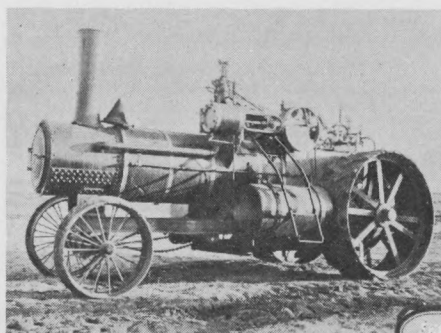


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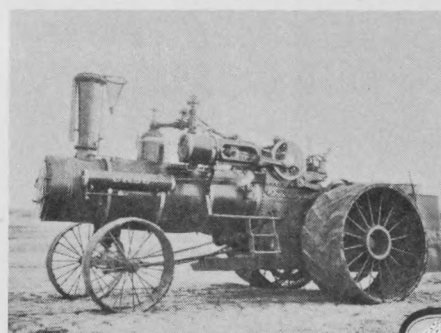
1. A lunch for the threshing crew. 2. Phoenix Centipede log hauler. 3. A 20 - 60 Undermounted Avery Steamer—(cost \$3,200 new in 1910). 4. Days of the Past—Railway locomotive—photo taken at 35 below. 5. Port Huron steamer.

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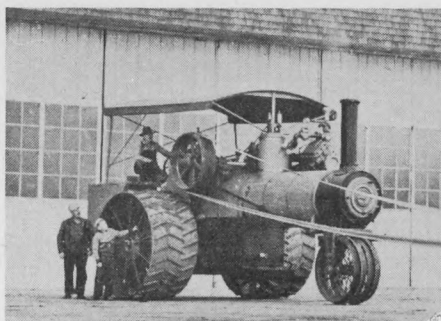




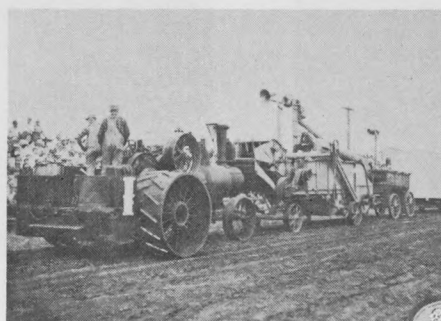
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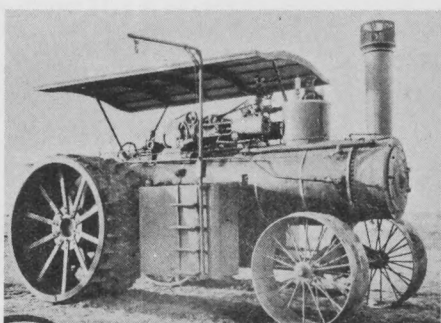
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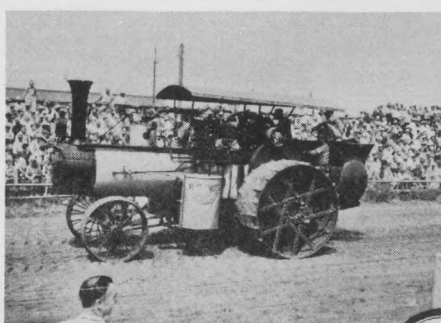
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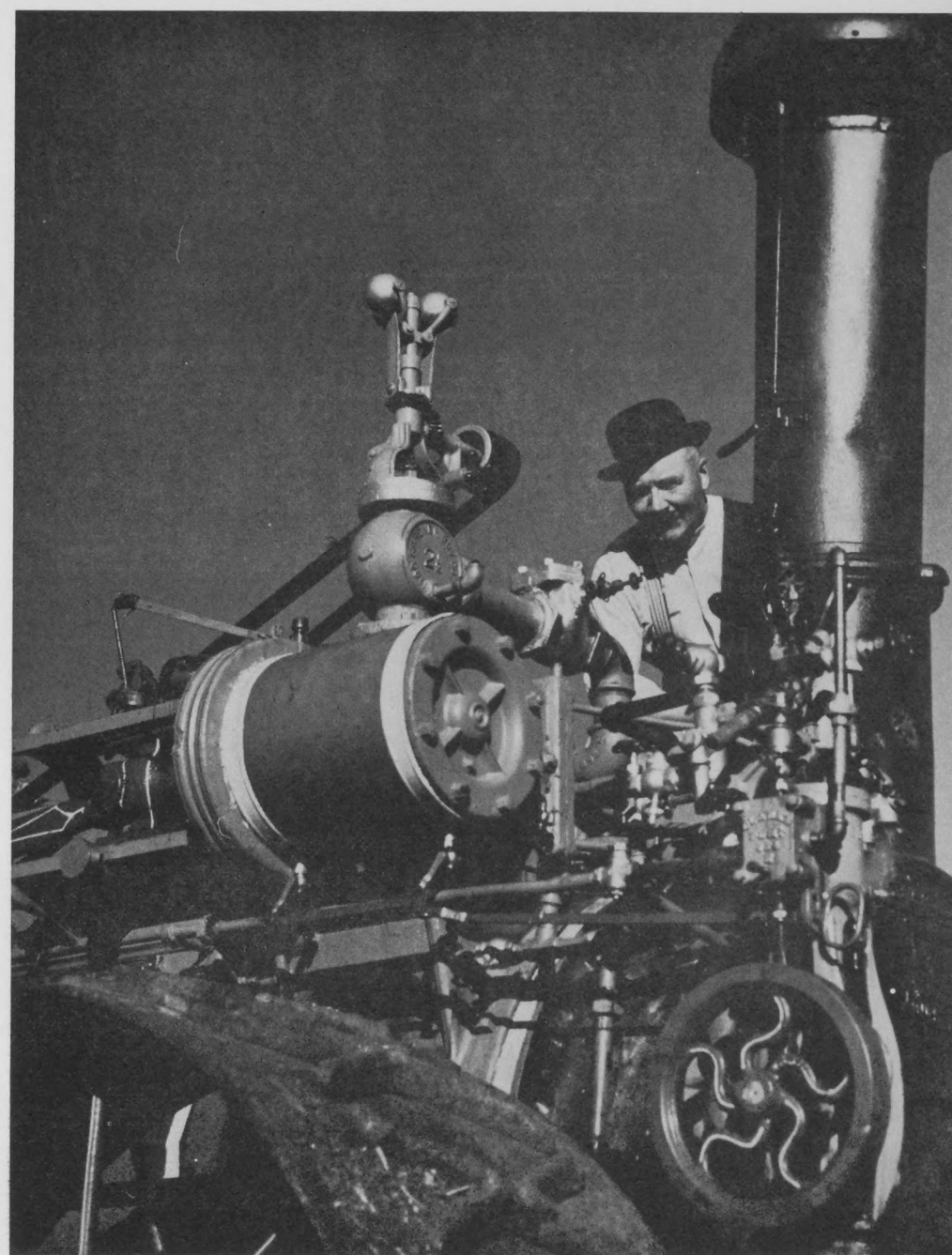
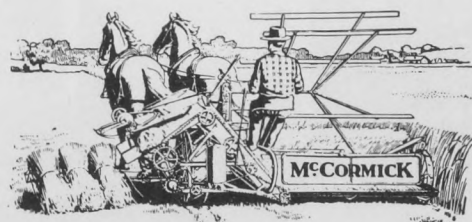


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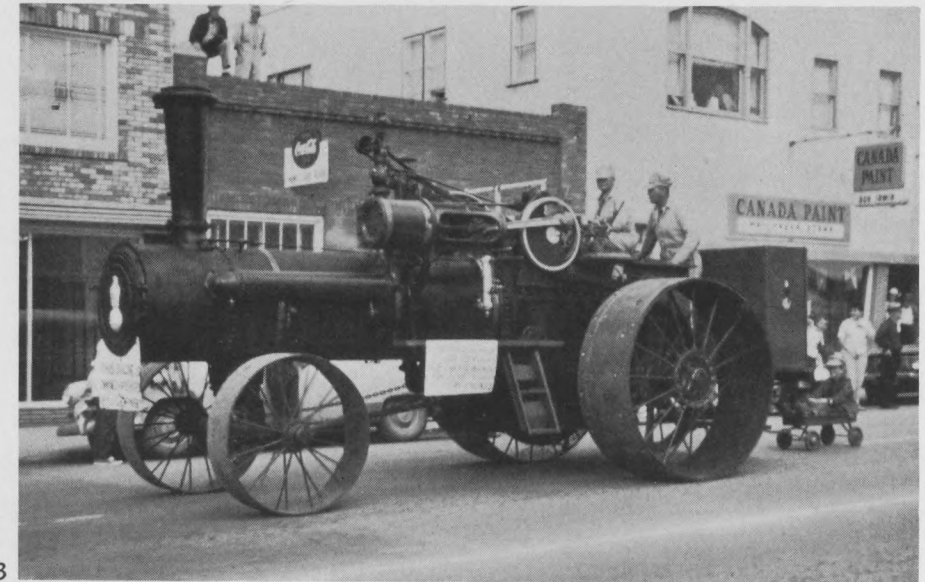
1. Robt. Bell 25 - 75 Steam Engine. 2. 28 - 80 Cock of the North. 3. 36 - 110 Rumely steamer—Weight 23 tons. 4. The old reliable 25 - 75 Case steamer. 5. Threshing outfit on the move. 6. The Grand Old Lady of the Fleet, the 32 - 120 Reeves. This engine pulls a 20 bottom plow at two and a half miles an hour. These units on display at the Western Development Museum.



The engineer lovingly checks his darling, a return flue Minneapolis.

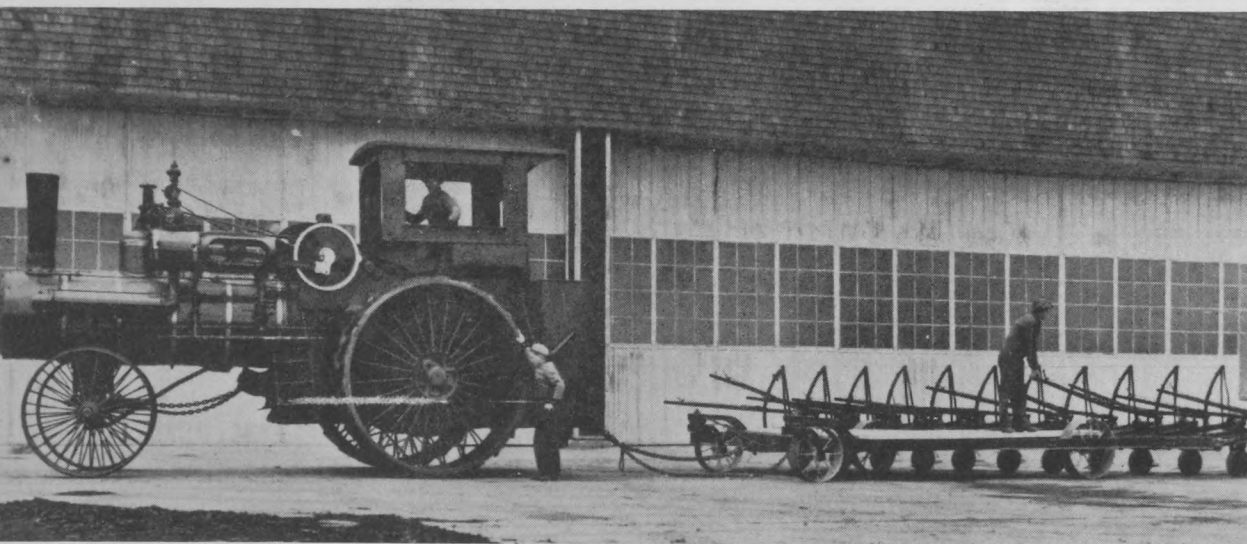


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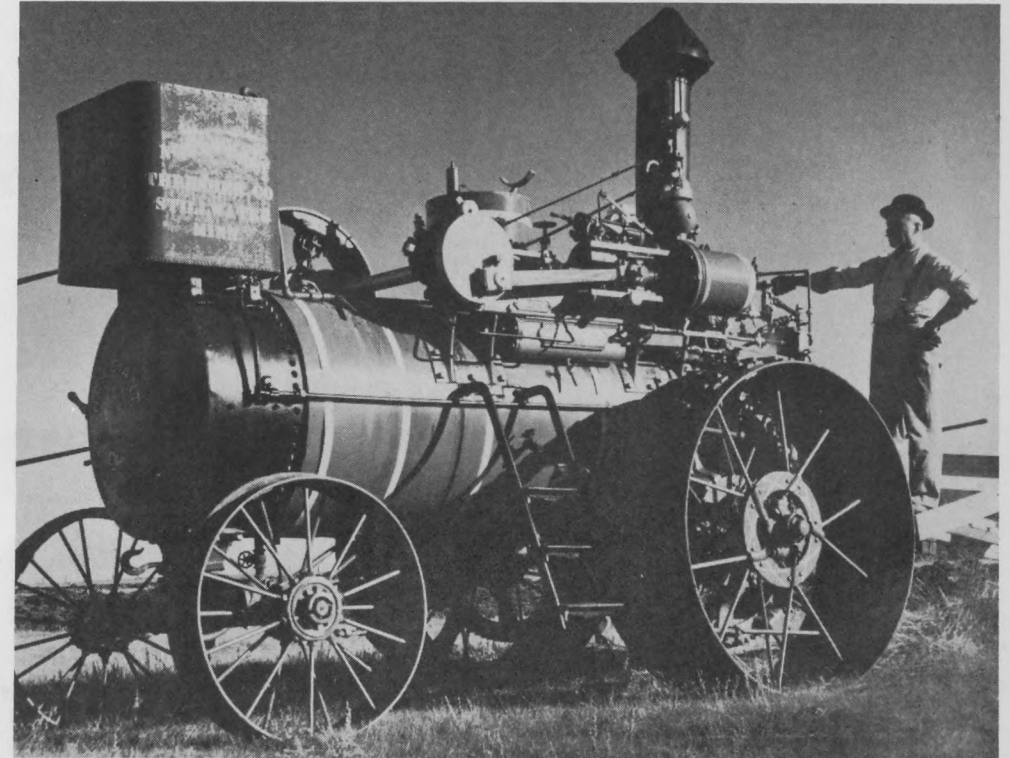
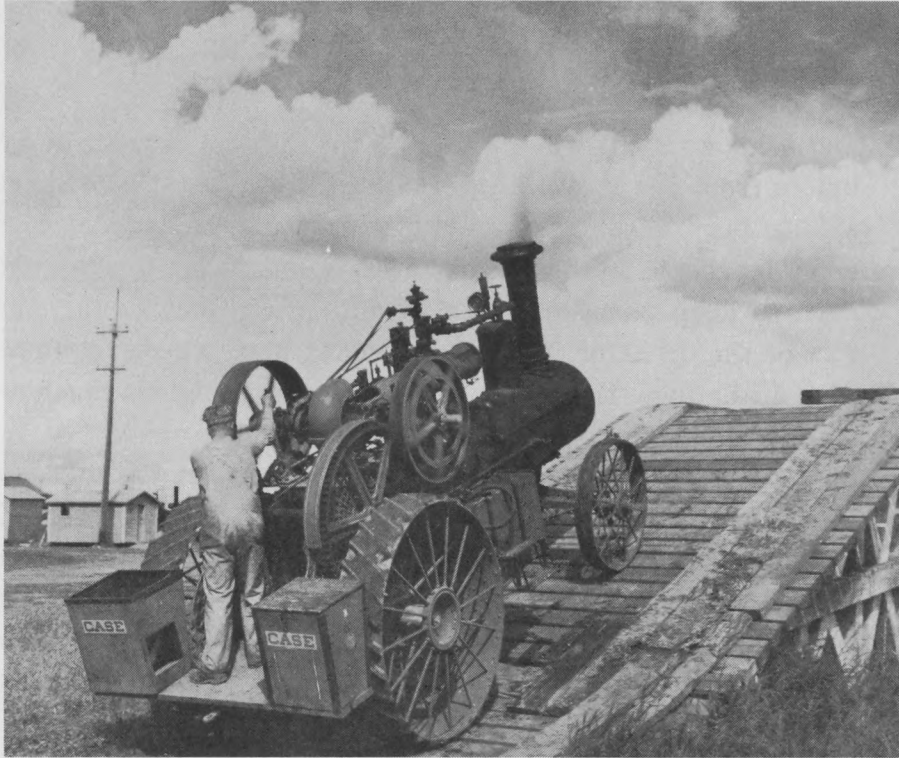
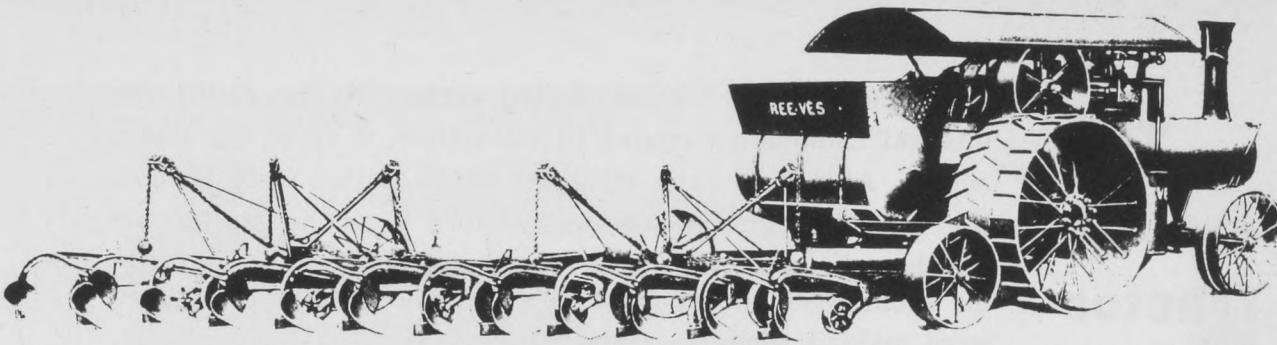
1. The New Giant heads for the next field. 2. The big Case steamer, formerly owned by the late Hon. George Langley, hooks on to a 12 furrow plow. 3. Geo. Hornsby, parade Case engine at North Battleford. 4. The business end of a 36 - 110 Rumely.



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1. The Case steamer defies gravity as it climbs the ramp at the Western Development Museum—no brakes when you back 'er down. 2. King of the threshing crew the engineer rules in his own right as he watches the teamsters unloading their rackload of sheaves into the hungry mouth of the separator. 3. The giant Reeves amazes the visitors as it pulls the 20 bottom plow through the moist earth with ease at the Western Development Museum.

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The Gasoline Tractor on the Farm

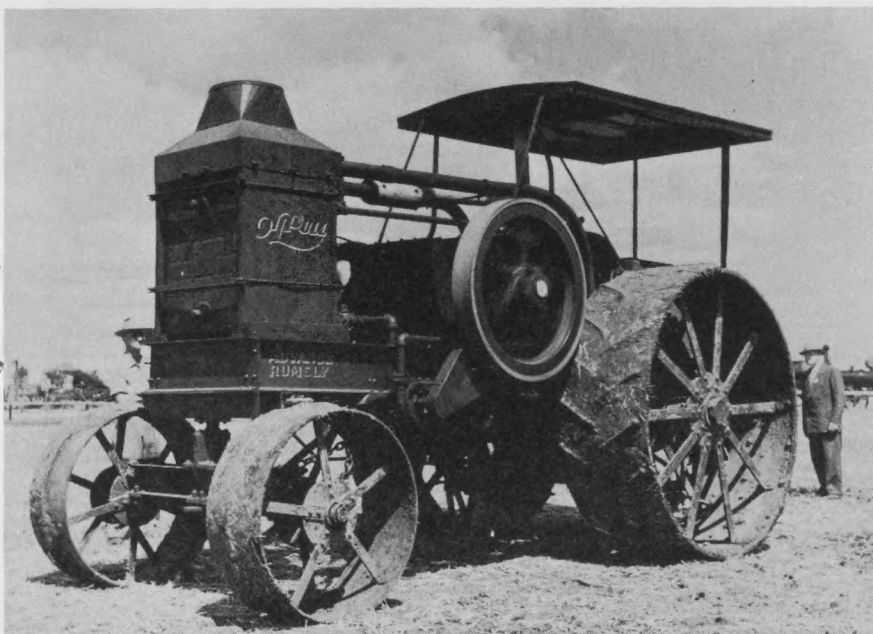
This type of tractor should technically be called the internal combustion engine to distinguish it from the steam engine. Although many different kinds of fuel were burned, this type of engine is generally alluded to as the gas tractor for the sake of brevity. Experiments began with the gas tractor about 1880, and by the 1900's over one hundred companies were making them.

It was a time of free-wheeling enterprise with the manufacturers all pulling different ways. Some machines were driven by one wheel, some by two, some by three wheel drives and some by four. They were powered by any number of cylinders from one upward and they had the reputation of being able to burn anything from water to whiskey. Many of these early machines were often difficult to start, were sometimes hard to keep going and little attention was paid to the comfort of the operator. With rough riding steel wheels, equipped with spade lugs, they were said to be very religious machines—they shook the devil out of you.

The collection of over 250 gas tractors at the museum, said to be the best in North America, well illustrates the birth pangs of the internal combustion engine. Some are so small and compact that one could jump over them. Others are of enormous size with eight foot drive wheels and starting them in the morning was always an adventure in know-how and brute strength.

How many tractor drivers today, as they jump on a modern rubber tired tractor and tramp on a starter button, think of the pioneer gas tractor man? It was his lot to go out to his tractor voicing a mixture of prayers and sometimes profanity as he swung over two tons of cold metal wondering if his coughing, snorting, wheezing, cumbersome ten-ton monster was going to start or not.

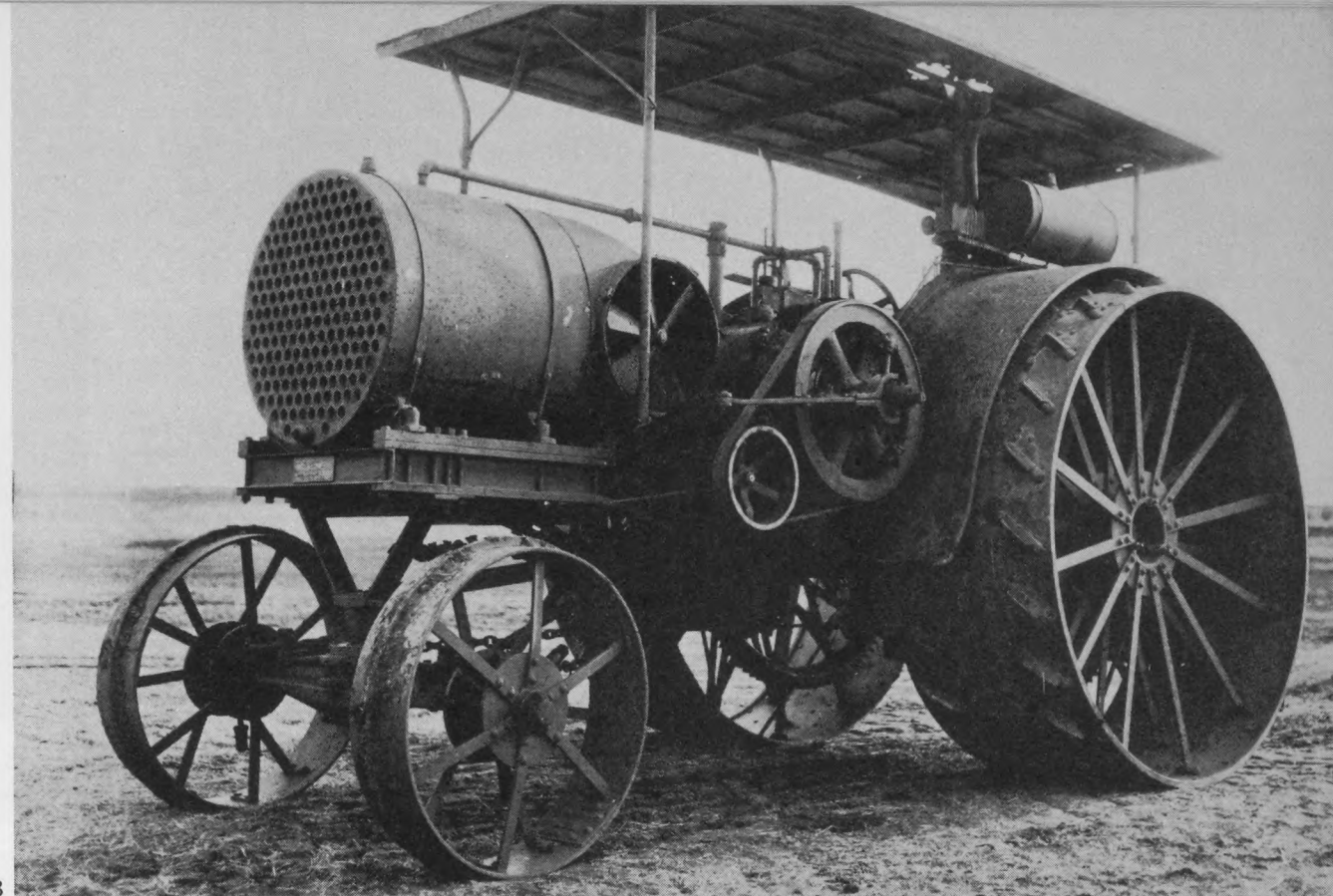
It was all in the day's work and it is still an open question as to who deserves the most credit. The man on the land trying to tractor farm, with the dice loaded against him, or the men in the tractor labs, who finally produced today's mechanical marvel, a mobile power unit on wheels.



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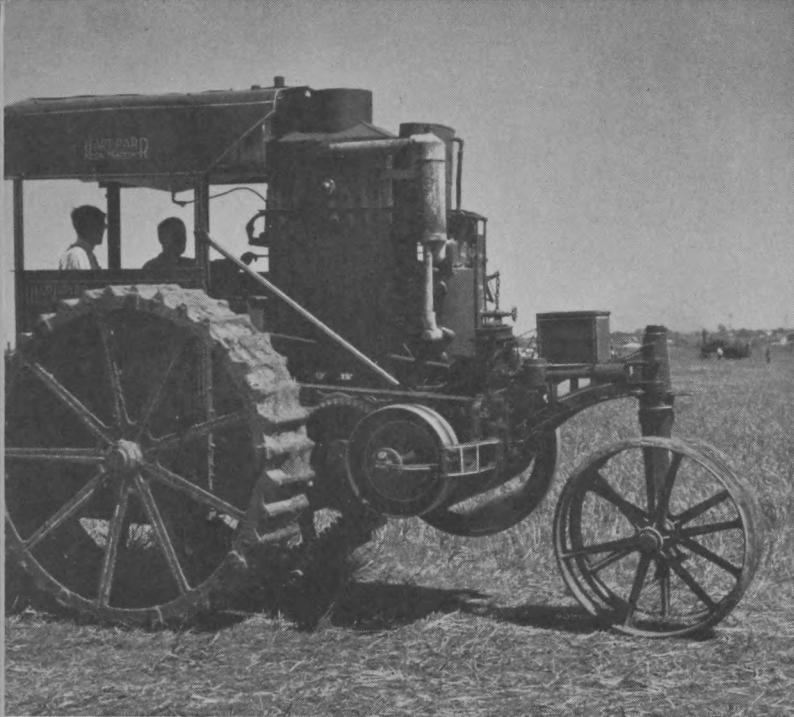


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1. The big 30 - 60 Rumely Oil Pull. This engine operated on a mixture of kerosene and water. 2. 15 - 30 Fairbanks Morse. 3. Aultman Taylor gas tractor 30 - 60. From the Henricksen farms at Zelma. Purchased new in 1921 it was used for 22 years for breaking, threshing and road grading. 4. "Their furrow oft the stubborn glebe hath broke". This is one way it was done in the homestead days as the prairie, compacted for thousands of years, turned over in long ribbons.

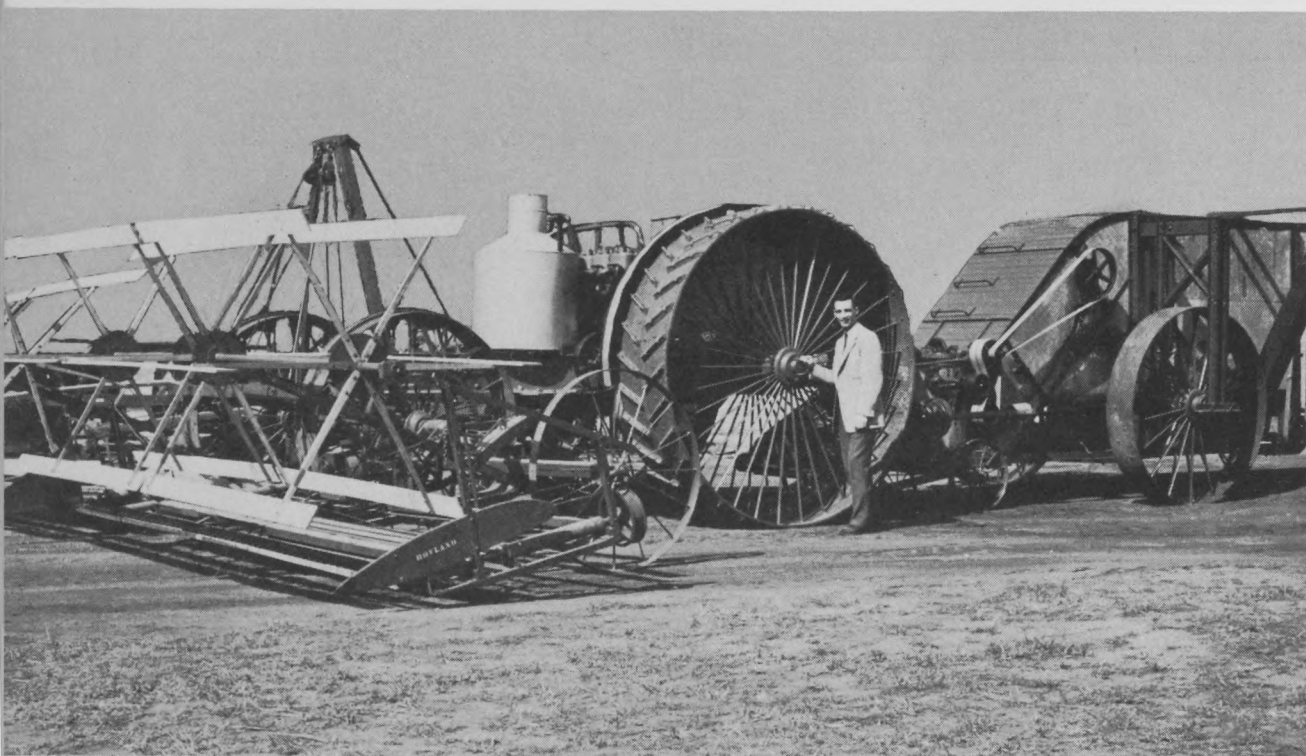


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1. A crude three wheeler Hart Paar, the first successful kerosene burning tractor of the West. 2. 60 - 90 Twin City Gas Tractor—1919. The makers claimed at that time it was the most powerful gas tractor to be put out for farm use. 3. The Hovland travelling thresher. This first swather and first pickup, built in 1910, is the only one of its kind and is on display at the Western Development Museum at Saskatoon. 4. The 10 - 20 Mogul gas type C.

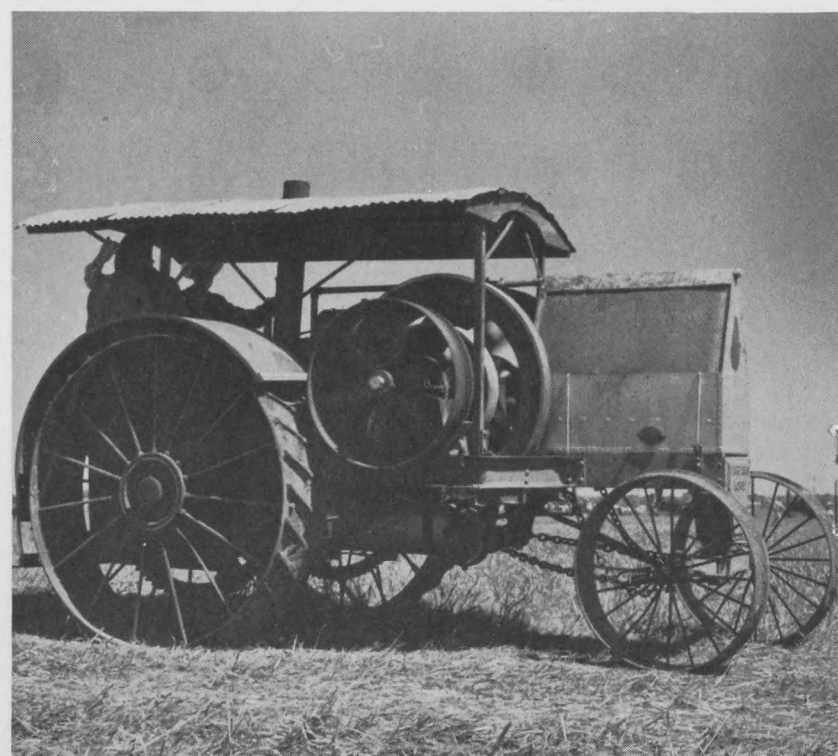


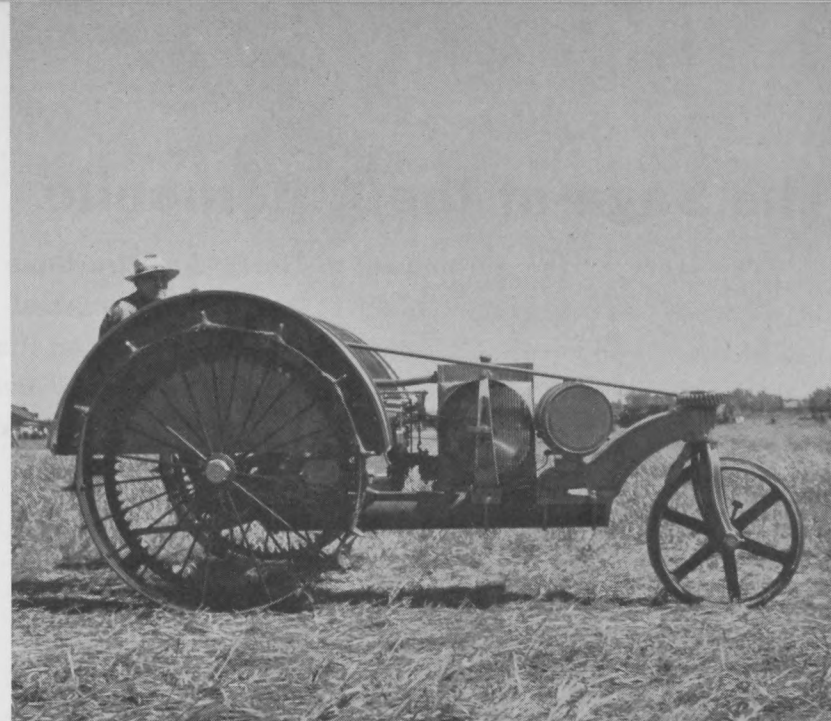
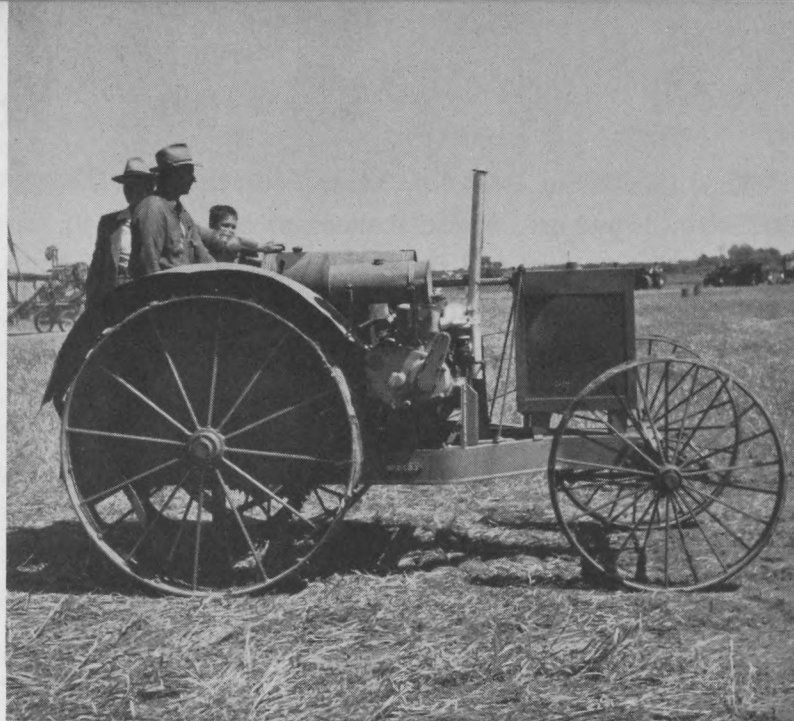
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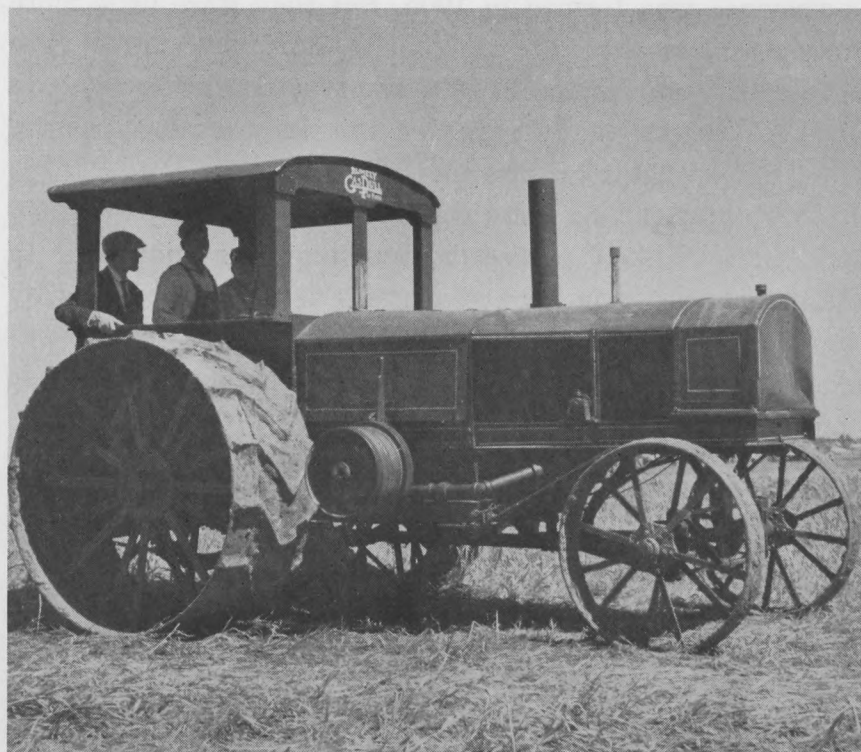
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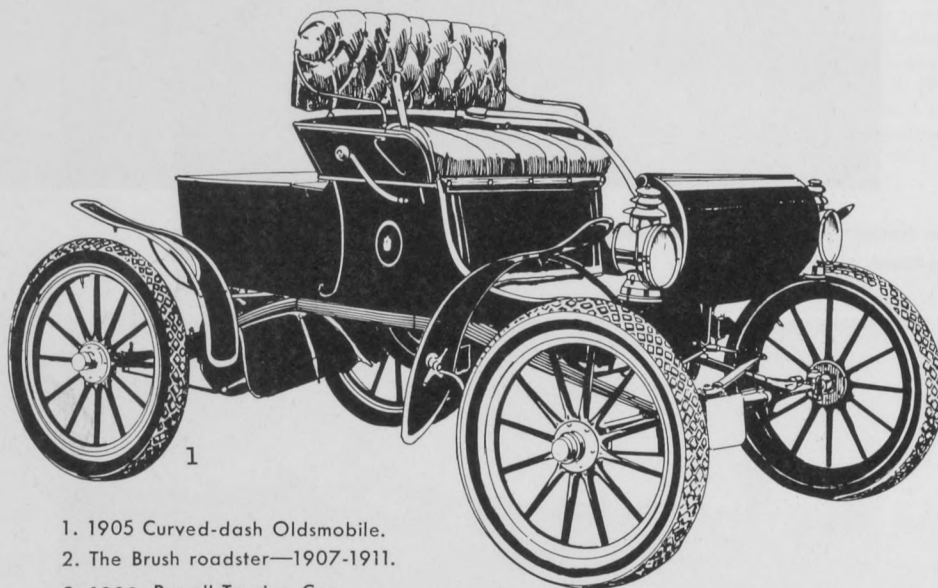


The primitive gas tractors shown here illustrate the birthpangs of the early style gas tractors. The Western Development Museum collection of internal combustion engines is said to be the best on the North American Continent.

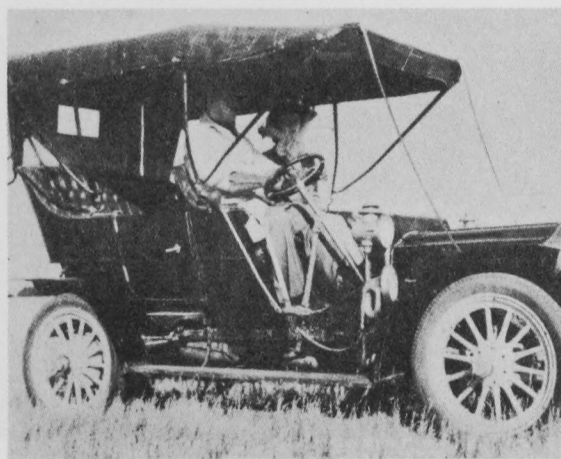
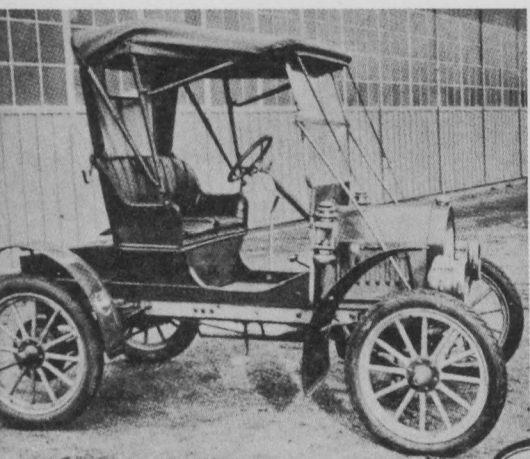


The Saga of the Automobile

The story of the automobile in North America links the days of the covered wagon to the jet age. The impact of the automobile on the economics of Canada and the United States is a significant and dramatic feature of modern day living. Its influence on social customs and the daily life of people has been deep and profound.



1. 1905 Curved-dash Oldsmobile.
2. The Brush roadster—1907-1911.
3. 1908 Russell Touring Car.



The Canadian Prairies have felt these influences as sharply as anywhere. The distances to be covered in meeting the simplest needs of the rural farm family assured the automobile an early place in farm life. A trip to town in the day of the horse and wagon was an all day task requiring stamina and endurance.

Anything which would relieve the isolation of the prairie homestead was bound to arouse interest. Even at that it took the better part of a generation to bring about the construction of all-weather all-season roads which would accomplish the revolution in living standards inherent in the automobile. It is of interest to note that in 1930 there was around one hundred miles of gravel highway and no blacktop. All other roads were dirt and there were still many miles of winding wagon trails for the auto to traverse.

A few automobiles had appeared in Saskatchewan before the province was formed in 1905. But they were little more than curiosities—like the top billing Barnum's circus gave the Duryea motor wagon in 1896 along with the bearded lady and other freaks. Many regarded the autocar as a passing phase that would soon disappear.

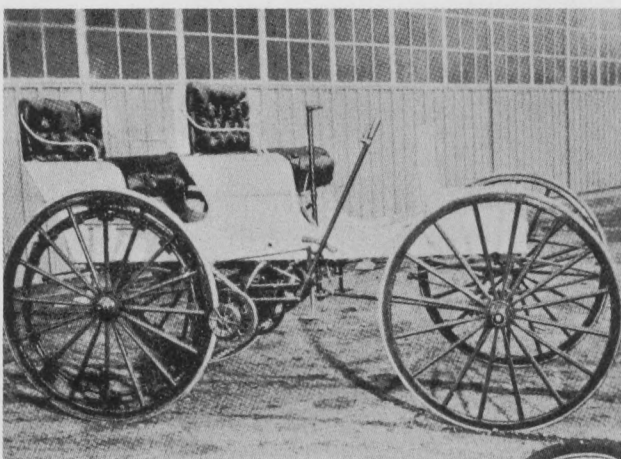
The motor car did not always receive a friendly welcome. Some municipalities passed bylaws requiring motorists to refrain from crossing a narrow grade if it was occupied by a horse drawn vehicle. Most early manuals for automobiles carried instruction about how to lead frightened horses past a motor car.

At one time there were over 3,200 makes of automobiles being manufactured in the United States and over 80 in Canada. These bore such fancy names as the Alamobile, The Apperson (Jack Rabbit), Bug-mobile, Velie, Star, Tex mobile while the Sears Roebuck Company sold an auto right out of their mail order catalog. Most of these makes have vanished completely, with some, such as the Maxwell, being absorbed by the Chrysler-Dodge line.

The Western Development Museum is fortunate indeed to have one of the largest and most varied collections of antique autos to be found anywhere. A great many have been restored to operating condition. They represent the period of glamour in motoring when the car owner had to be everything from a navigator, requiring a compass to find his way over the uncharted roads, to a do-it-yourself mechanic.

Such brave and bold spirits never went far afield without a tow rope and a full set of tools including tire patching equipment. If there was romance in the early days of motoring there was also . . . mud!!!

1. The Holsman Horseless Carriage—built 1902-03 at Chicago and priced at \$750 at that point. 2. The 1905 single cylinder Cadillac with chain drive. The Western Development Museum Curator explains to an interested schoolma'am that the steering wheel is on the right—or is it the wrong, side of the car.



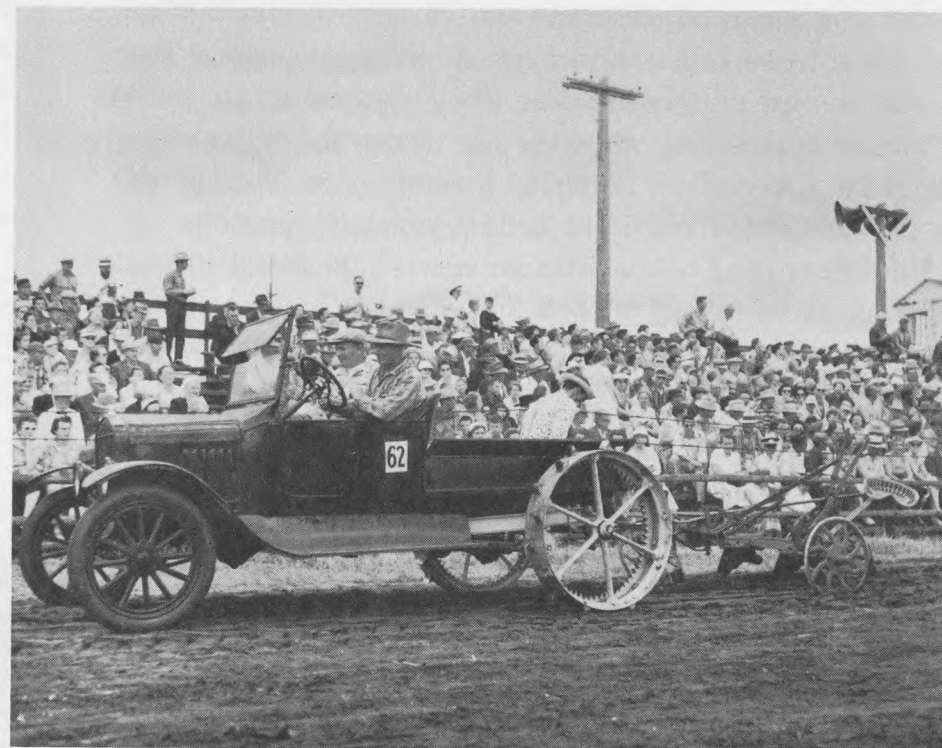
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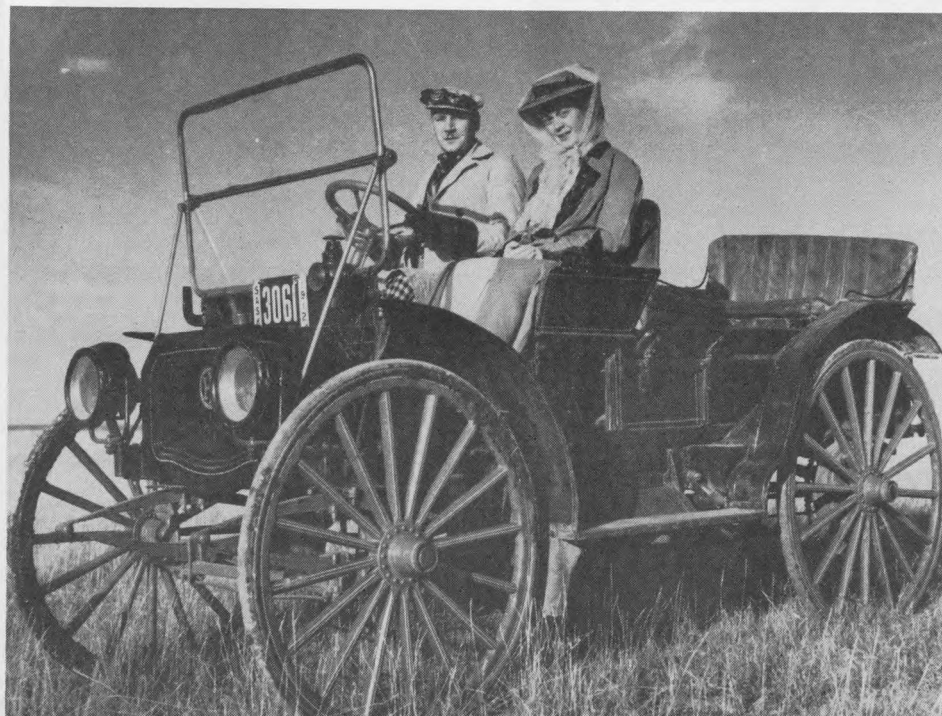


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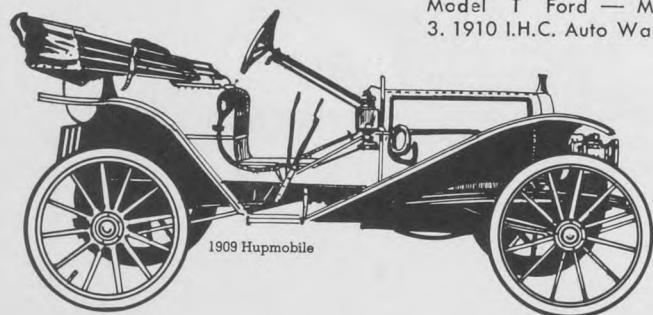


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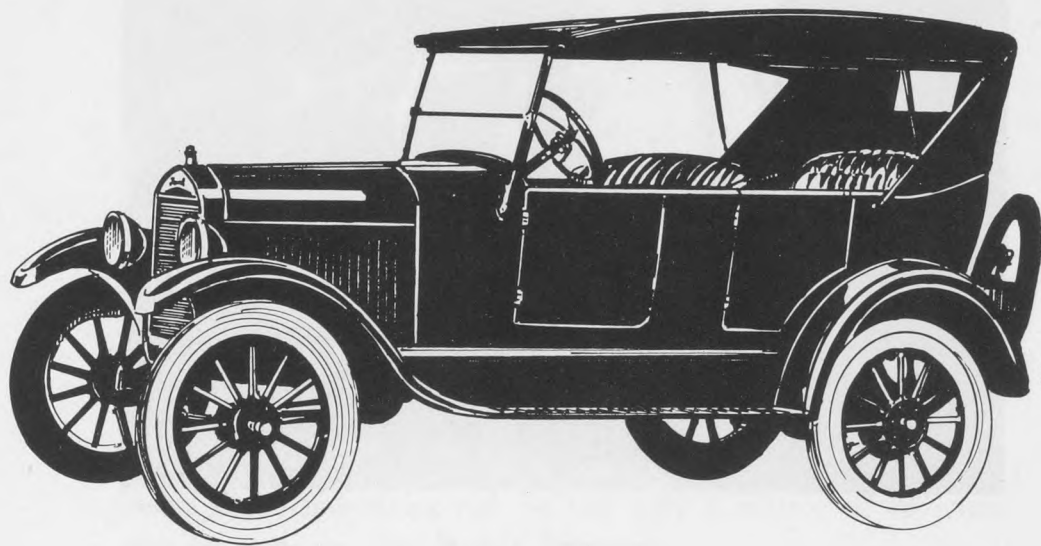
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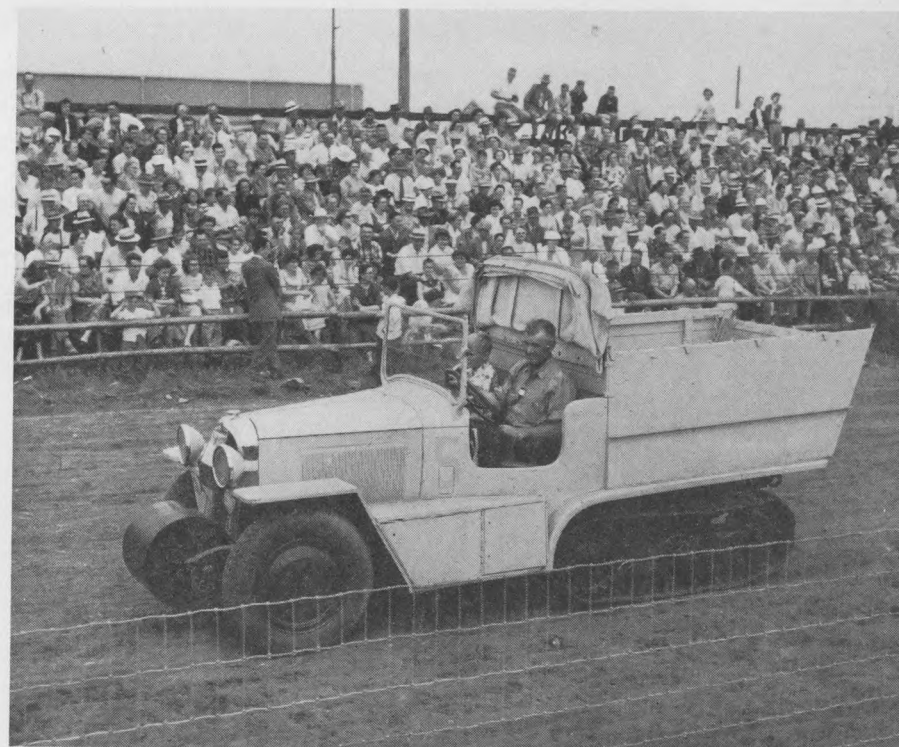
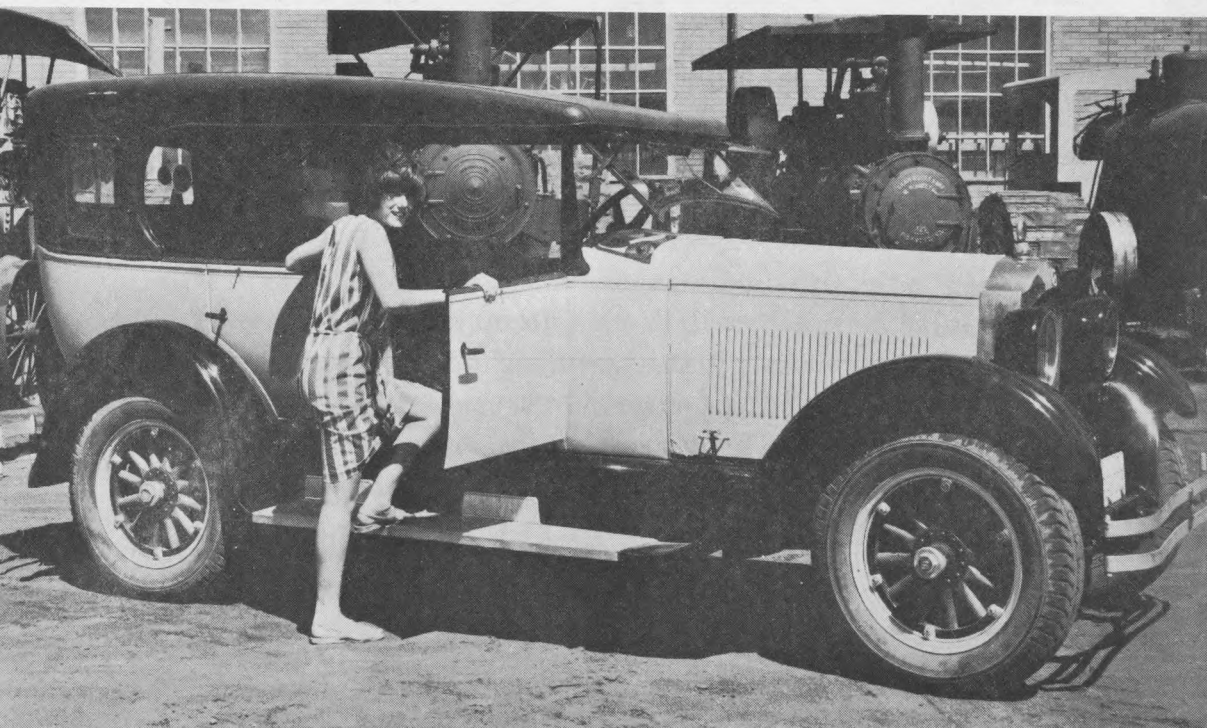
1. This Rauch and Lang luxurious electric car was built in 1911 and cost \$4,250 at Saskatoon. 2. Look what they could do with the Model T Ford — Make-a-tractor style. 3. 1910 I.H.C. Auto Wagon.



1909 Hupmobile



1. 1926 Model T Ford. 2. This original Model A was Henry Ford's first venture into the commercial field and sold for \$800 at Detroit. 3. 1925 Studebaker. 4. The Citroen half track. One of five used by the French millionaire, Chas. Bedaux in his exploration of northern British Columbia in 1934.





Top left: an Assiniboine Indian Council—Photograph taken at Fort Walsh in 1879.



Our Indian People of Saskatchewan

They were once said to be a dying race. Today, Indians are the fastest growing Ethnic group in Canada, well over the 200,000 mark.

Of these, approximately 30,000 are living in Saskatche-

wan. There are eighty Indian reservations in the province. All told these reserves comprise 42 townships of land containing over one million acres. Placed in a solid block this acreage would be fifty miles in length and thirty-five miles in width.

Canadians sometimes talk of the "Indian question" which in essence boils down to the fact that the white men took over the great plains area on which for hundreds of years the Indian had led a free and nomadic existence. The change was sudden and almost brutal in its impact on the Indian way of life. In effect it meant that a way of life that had been in effect for ages had to be changed in the course of a generation or two, into a pattern of life completely foreign to the Indian.

This transition period was a hard and painful process that could not be willingly accepted by the Indian who always



felt that he had been dispossessed of his hunting grounds by the intruding white men. Crowded into reservations the Indian has adapted himself to a new way of life at an astonishing rate.

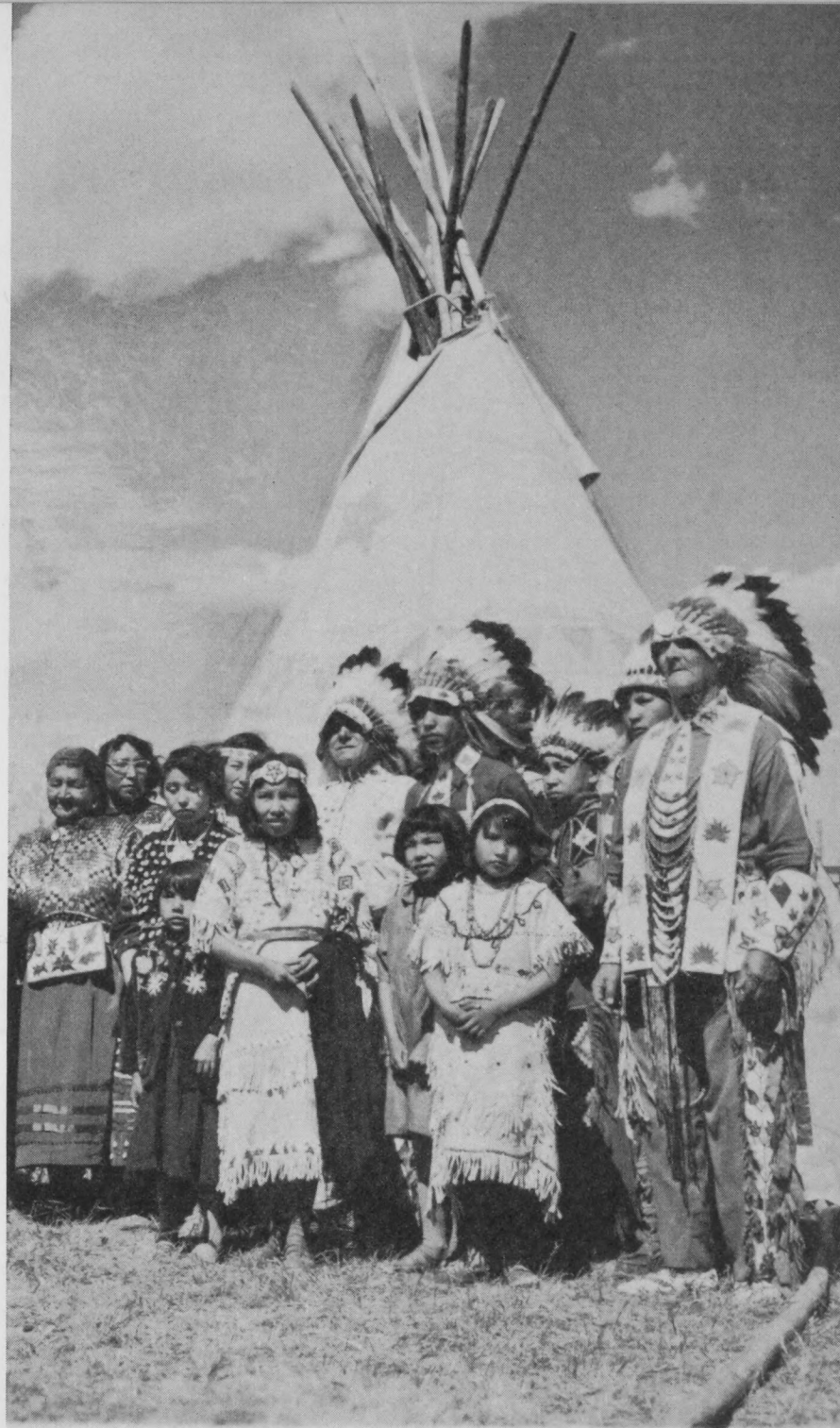
The younger Indian people have realized that this is a world of change. Indian girls have become extremely successful in the nursing profession while both men and women have taken to the teaching profession in a highly successful manner.

Mechanization is taking over on the Indian reserves where farming and ranching is a main source of income. Our Indians have a world of culture and artistic beauty of their own and home crafts are springing up in a great many reserves where Indian lore and tradition is being fostered and encouraged. Such home industries can be not only a source of revenue, but of pride in past Indian ancestry.

Some of the Indian reservations in the Indian Head-Broadview locality are quite large, with some comprising over 60 sections of land each. The lovely Qu'Appelle Valley has several reserves and there are thriving reservations in the Battleford-Shellbrook district. Best known to Saskatoon people are the Wahpeton Sioux at Dundurn. With better medical care and improved living conditions Saskatchewan Indians are increasing in number. As a people they are peaceable and industrious.

Our Saskatchewan Indians consist principally of Cree, Ojibway, Assiniboine and Chipewyan. A small proportion of Sioux crossed the line into Saskatchewan after the Minnesota Massacres of 1862 and the Custer Massacre of 1876.

Integration is a word much in use the world over at the present time. We are happy that in Saskatchewan the word is used in its best sense and that the combining of all our various groups is being accomplished with goodwill and good feeling on all sides.



Our Sioux Indians from the White Cap Reserve at Dundurn—at right, the late Chief Harry Littlecrow.

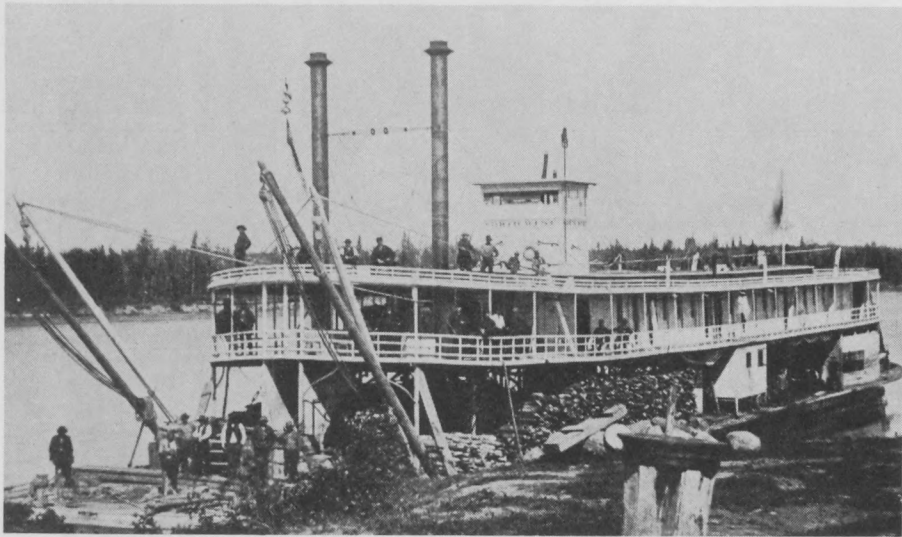


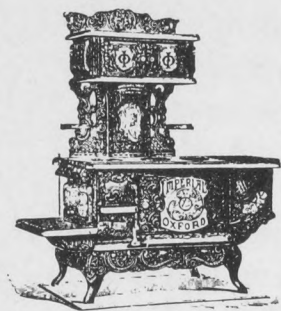
Ethnic Settlement in Saskatchewan

The province of Saskatchewan was founded by immigrants and a large proportion of its present population are the descendants of immigrants. A striking feature of the early settlement of Western Canada was the mosaic pattern of nationalities, each bringing a rich heritage of their own customs and cultures to build the Saskatchewan we know today.

Along with their traditions, the various nationalities brought names with a lasting imprint. There was the Cannington Manor of the English, the important and thriving French settlement at Gravelbourg, Lafleche and other localities, the Elfros and Bjorkdale of our Icelandic people, Veregin for the Doukhobor folk and other names such as Blumenhoff, Esterhazy, Steinbach or Lettonia—the list is almost endless and reflects a desire to cling to some homeland associations. Such people brought a wealth of tradition with them and it is a matter of some concern that much of this folklore is in danger of being lost as the younger people become more and more involved in the rush of modern life.

It is only possible to deal very briefly with a few of the large groups of people of European stock who came to Canada in such large numbers. One of the most interesting migrations was that of the Icelandic people. The first group came to Gimli, north of Winnipeg in 1877. There was no organized plan of settlement at that time and many of these settlers suffered so much hardship and privation that large numbers of them





1. Our first ethnic settlers. 2. The Kitchen—Western Development Museum. 3. Time out for man and oxen. 4. The Indian camp.

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moved south to Minnesota and North Dakota. One of the famous names in the southward movement was that of Vilhjalmur Stefansson who was a child of two years of age at that time.

With a second generation of Icelandic young people growing up, the need of more living space became apparent and a large influx of Icelandic people returned to Canada settling in the Wynyard, Elfros and Mozart districts. Among these people were Stefansson's mother and a brother. Our Icelandic people were among our most highly respected pioneers and at Gimli and Wynyard they still carry on their colorful customs and traditions.

Saskatchewan was the stage for a large migration of people from central Europe in the 1900 period who are usually grouped under the general name of Slavonic. This comprised the Ukrainians, Doukhobors, Russians and Poles along with people from Hungary, Esthonia, Latvia and what might generally be described as the Balkans. In no province in Canada did such an admixture of races become more quickly assimilated with the predominant Anglo Saxon stock than in Saskatchewan.

One group which has done much to add color and brightness to Saskatchewan life are our Ukrainian folk. The first advance company to come to Western Canada settled at Stuartburn and Tolstoi, fifty miles south of Winnipeg in 1896. Immigration settlement was still very unorganized and these people lived in great distress at first.

Many casual observers of our western scene are accustomed to write off our immigrants from the Ukraine and the Balkans as being of the European peasant type—poor and illiterate. Nothing could be further from the truth. Many of our Ukrainian people were of noble birth but who, through wars and revolutions had become dispossessed of their lands and vast estates. Such folk brought with them to Canada a rich tradition in the arts, sciences and music. Who among us has not thrilled to the lavish costumes and spectacular dances of our Saskatchewan Ukrainian and Hungarian people at their special celebrations held from time to time. From Scot to Slav, our province owes much to the charming and colorful people from over the seas.

Another mass migration came when two thousand Doukhobor people arrived at Yorkton in the fall of 1899. They had endured 28 days of sickness and misery on the ocean voyage crowded together on a re-converted cattle boat. They had been assisted in their move from Russia by the good influence of Queen Alexandra, Count Tolstoi and the English Quakers.

There was still no settlement plan, so crude log buildings were set up on their land, and the first winter was one of extreme hardship and suffering. In the spring of 1900 every



able bodied man went off to work on the railroad grades leaving the few older men and the women to look after their holdings as best they could.

Desirous of planting gardens and wearying of trying to spade up the tough prairie sod the women organized themselves into teams and as many as twenty women pulled a walking plow guided by one of the older men. A photograph of this brought out the misconception that the Doukhobor men harnessed their women to the plow just like horses—a most erroneous idea. The women did this of their own free will during the first hard summer on the homesteads.

At a later date some of the Doukhobor folk moved out to the Radisson district where they became model settlers displaying the finest qualities of industry and thrift, making a substantial contribution to the Saskatchewan way of life. The splinter group which moved out to British Columbia is entirely apart from our fine Saskatchewan settlers.

One of the traditions still carried out at the Western Development Museum at special times by our Doukhobor people, is the bread baking in the outdoor clay oven as done in former years in southern Russia.

Our Saskatchewan culture owes much to Ethnic groups such as those mentioned. These people brought their arts and crafts to our province and have helped to build our Saskatchewan heritage to what it is today. These many races have become fused into Saskatchewan life making for an industrious law abiding people, the most valuable asset in the province of Saskatchewan—or indeed in any country.

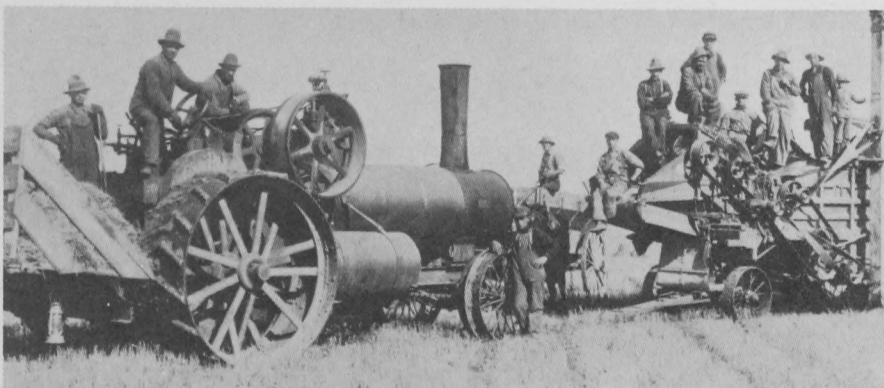


Doukhobor culture.





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1. Ladies of the Western Development Museum Auxiliary display their finery. 2. Threshing scene. 3. Road building—Clarence Ave., Saskatoon. 4. Ukrainian dancers. 5. Living room scene—Western Development Museum. 6. Doukhobor Bake Oven.



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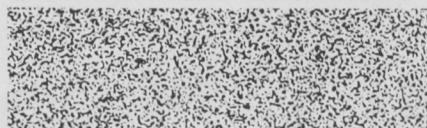
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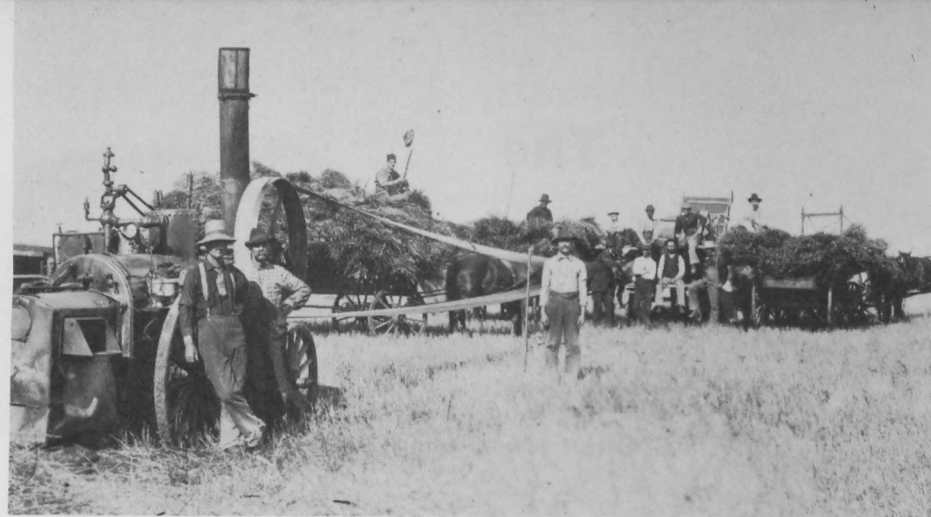
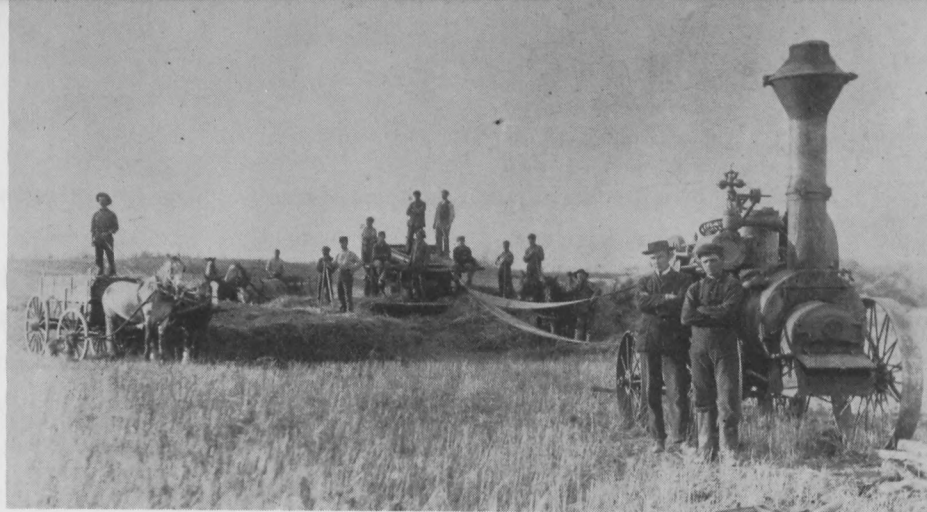
Pioneer Rooms at the Western Development Museum.





Activities of the Ladies of the
Western Development Museum
Auxiliary in the Pioneer Rooms—
Saskatoon.





Threshing scenes in Saskatchewan.



The Sod House on the Plains



1

When the hopeful settlers flocked out to the vast prairies of Western Canada at the turn of the century they brought many innovations with them. People from the Ukraine, from the Scandinavian countries or from the British Isles came with their vastly different cultures and traditions, but there was one thing they shared in common, and that was a lack of cash and financial resources. This called for the utmost economy, especially for the first expenditure, the building of a house.

Those who settled in the timbered areas of Western Canada were able to erect log houses at a minimum of expense. In addition they had timber at hand for fuel. On the open plains the situation was entirely different.

★ ★ ★

Over millions of prairie acres, there were not even bushes growing due to recurrent prairie fires. In this situation the settlers fell back on the only material at hand, the prairie

sod. This brought into the western picture an integral part of frontier history, the sod house and the sod barn. Some were extremely crude but the greatest appeal they had to the pioneer with slim or even no financial resources was that they could be built for a cash outlay of from four to five dollars. Some were even built for less. An even more simple style of shelter was the dug-out. This was more primitive still and simply consisted of excavating a hole into a hillside with sods built or piled around it.

In the construction of a sod house or barn, furrows were plowed in a dry grassy slough bottom containing plenty of grass roots and fibre. The furrow could be around fourteen inches wide and about four inches in thickness. These were cut into 28 inch lengths. They were hauled up to the building site on a stoneboat or wagon with the first layer being placed grass side down. The layer was levelled off with a sharp spade and the cracks filled in.



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If two thicknesses of sods were used side by side to make a wall 28 inches in thickness sods were placed alternately crossways. It was all done very much along the same principle of building with bricks, except that no mortar was used. There was always some old hand who would come around and assist the greenhorn in getting the work started. There was a little knack to ensure that walls and building would stand up to elements and strains that they might be subject to.

If it was possible to get light poplar poles they were placed to a central ridge to form a roof. Hay was spread on these and sods or earth placed on top. Many sod houses had dirt floors and dirt roofs. It was a common saying that with a dirt roof, if it rained all day outside, it rained for two days inside—and this sometimes happened.

It has been estimated that in the great homestead period from 1900 to 1910 that over a million of these brownfronts were in use on the prairies. In a few instances a sod building was put up for use as a school until settlement progressed and a school district formed.

Sod buildings were warm in winter and cool in summer. Windows were usually kept at a minimum and many people found out that when they graduated to a lumber building with plenty of windows they found it difficult to sleep in bright early morning sunlight.

One big advantage of sod buildings was that they were pretty well fire proof against the dreaded prairie fire that so terrified the pioneer prairie woman. Dugouts were cyclone proof too but had one disadvantage in that cattle or even travellers often fell through the roof at night.

Time marches on. The soddy that represented home, safety and shelter from the storms of winter has gone the way of the plodding ox, the horse and buggy and the winding rutted trails, but in its day it served its purpose and served it well, and was the prairie stucco of the homestead age.



4

1. Sod school house. 2. Sod barn. 3. Sod house. 4. Colony house—1883 Saskatoon.
5. Hembrow Smith sod house—1903.



5



PION-ERA

The Showarm of the Museum

First Week in July

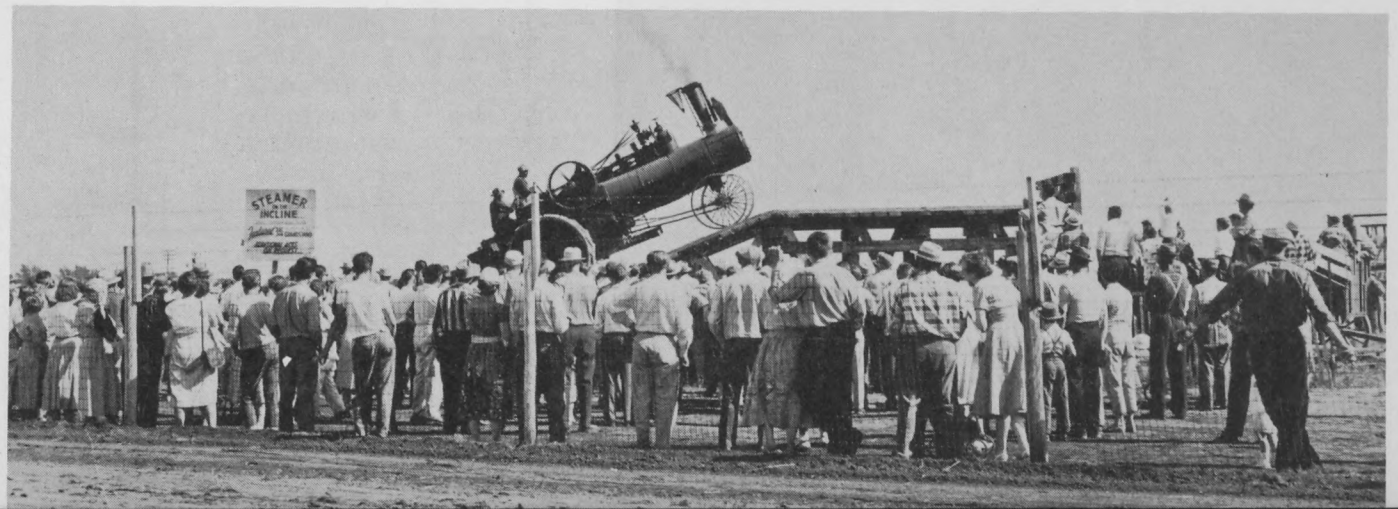
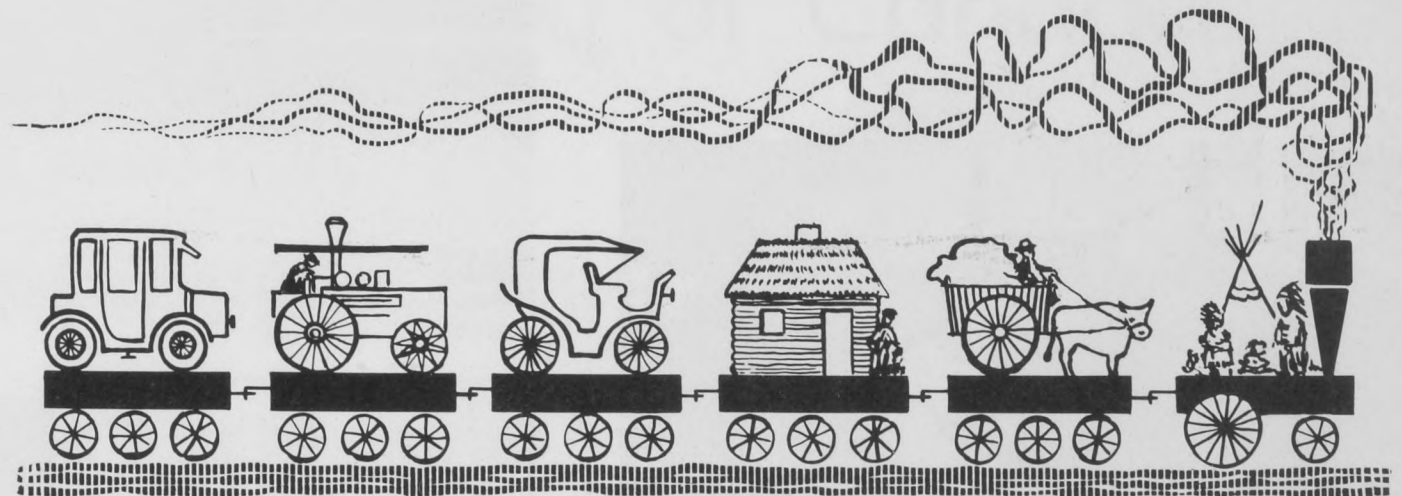
*The Biggest Pion-Era
Show in Canada*

PARADES—EXHIBITS
DEMONSTRATIONS

This show, using Museum exhibits,
is sponsored by interested Pion-Era
citizens.



For
Good Old-Fashioned Fun



The Western Development Museum



NORTH BATTLEFORD

One of the most outstanding collections, on the North American Continent, of early day agricultural machinery, vintage autos, house furnishings, and way of life of the prairie pioneers of the Canadian North-West.



SASKATOON



*Exciting displays
of the history,
the folklore and
culture of
Western Canada
from its early
homestead
settlement
"from hoofs to
wings"*

YORKTON

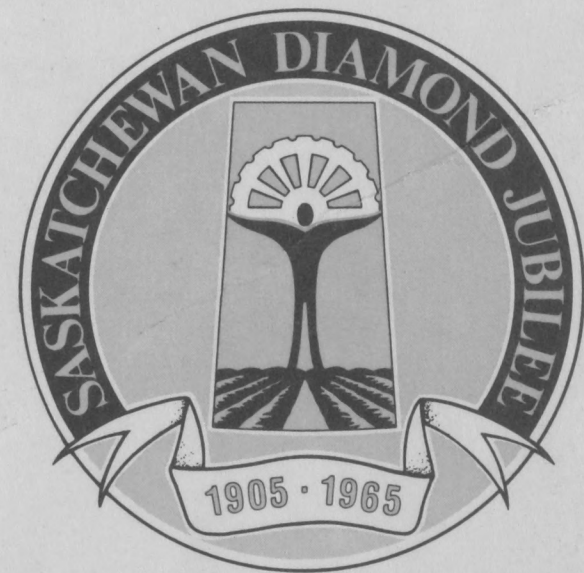


The Museums are housed in former Air Force Hangars at Saskatoon, North Battleford and Yorkton. They are open to the public during the summer months with Saskatoon open the year round.

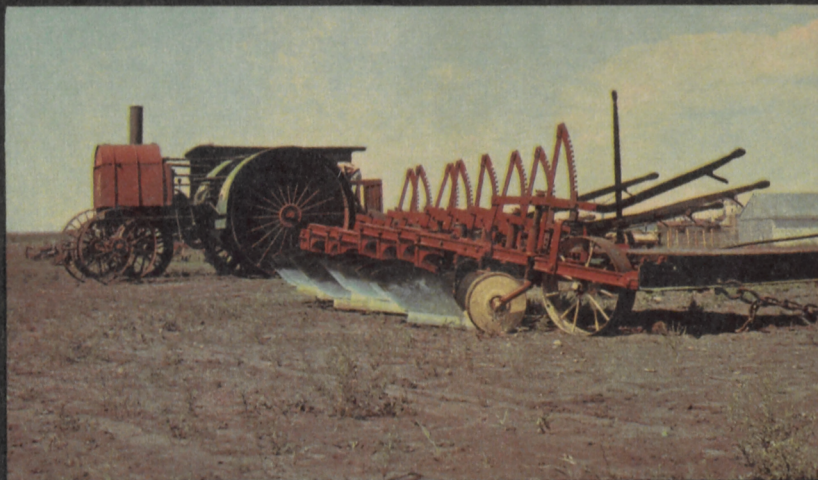
Queen Elizabeth and Prince Philip
visit the museum—1959.

We are happy to honour the
Pioneers of this province who
have earned an enviable place
in the young history of Canada.

Their example
remains an inspiration
to all young people
of Saskatchewan



SASKATCHEWAN DIAMOND JUBILEE & CANADA CENTENNIAL CORPORATION



SASKATCHEWAN DEVELOPMENT
MUSEUMS LOCATED AT:
NORTH BATTLEFORD
YORKTON AND SASKATOON

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IN
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